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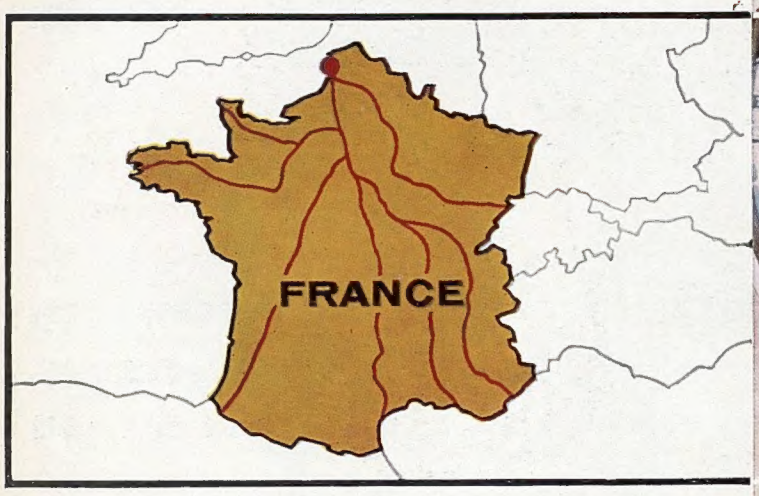

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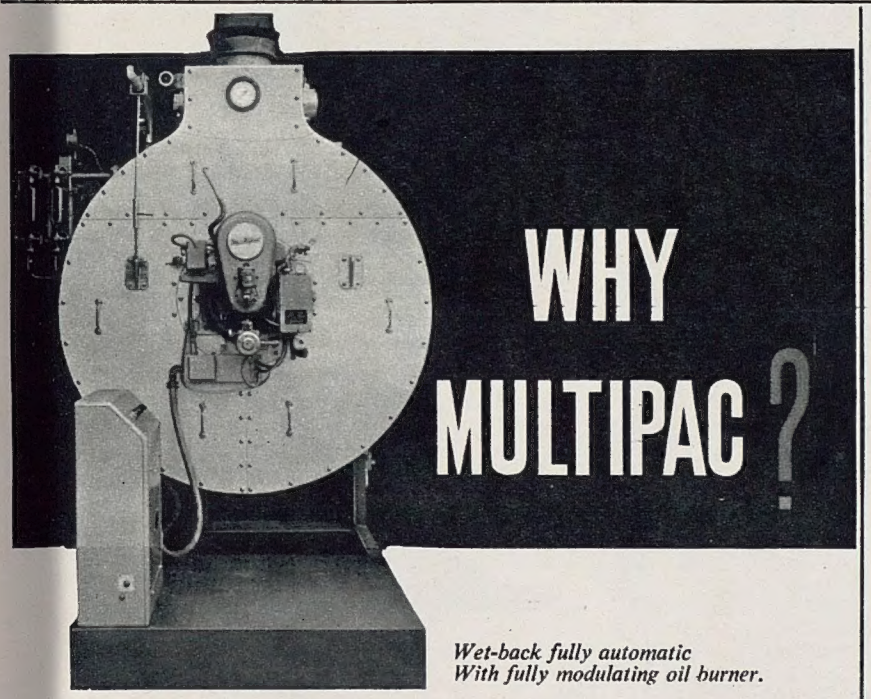

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Volume CCXLIII No. 3149

THE
SPHERE

LONDON, October 8, 1960

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With which are incorporated *The Graphic* and *Black & White*

MR. MACMILLAN AT THE U.N.

The Prime Minister stresses a point during his speech to the General Assembly of the United Nations in New York. In his address, which was quiet and restrained in tone, he was twice interrupted by Mr. Khrushchev. Interruptions of such a kind had never before been heard in the Assembly. Mr. Macmillan began by completely refuting Mr. Khrushchev's views on "Western colonialism" as a complete distortion of historical facts. After discussing the German question and explaining Britain's attitude towards West Germany, the Prime Minister came to what he called "the key" to current world problems—disarmament. He proposed as a first step towards a solution the establishment of a practical, scientific inquiry into the possibility of control of any disarmament scheme. He pointed out that such an inquiry on a specific subject had led to the current conference on the ending of nuclear tests, at Geneva. In his speech, Mr. Macmillan emphasized Britain's full support for the U.N. At the end he was applauded by the great majority of delegates. (See also pages 46 and 51)

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Paksane, in central Laos, was reported last month to have been the scene of fighting between Government troops loyal to Prince Souvanna Phouma, the Prime Minister, and the right-wing anti-Communist forces led by General Nosavan and Prince Boun Oum. The Government claimed to have taken the town. From the north of Laos news came at the start of this month that Pathet Lao (Communist) guerrillas had captured the important town of Sam Neua. Prince Souvanna declared the reason for the fall of the town was that General Nosavan's forces there had refused to allow Government troops into the area. Meanwhile King Savang Vatthana, in his Royal capital of Luang Prabang, was seeking to resolve the increasingly serious crisis arising from the antagonism of General Nosavan and Prince Boun to Prince Souvanna's policy of negotiating with the Pathet Lao. It was hoped a "Government of National Unity" might be formed to prevent a widespread civil war

LAOTIAN GOVERNMENT TROOPS PREPARE FOR ACTION NEAR PAKSANE

General Salan, a prominent leader of the Algerian settlers, talks to the Press on his arrival in Paris. He had been summoned from Algiers where he has been living since he retired from the post of Commander-in-Chief, Algeria, earlier this year. In the French capital the General was disciplined by M. Messmer, the Minister of the Army, who forbade him to return to Algeria. The reason for the ban was his outspoken criticism of President de Gaulle's Algerian policy. Although General Salan has retired, he is still on the reserve strength and subject to discipline regarding public statements. In 1958 he played an important part in de Gaulle's return to power

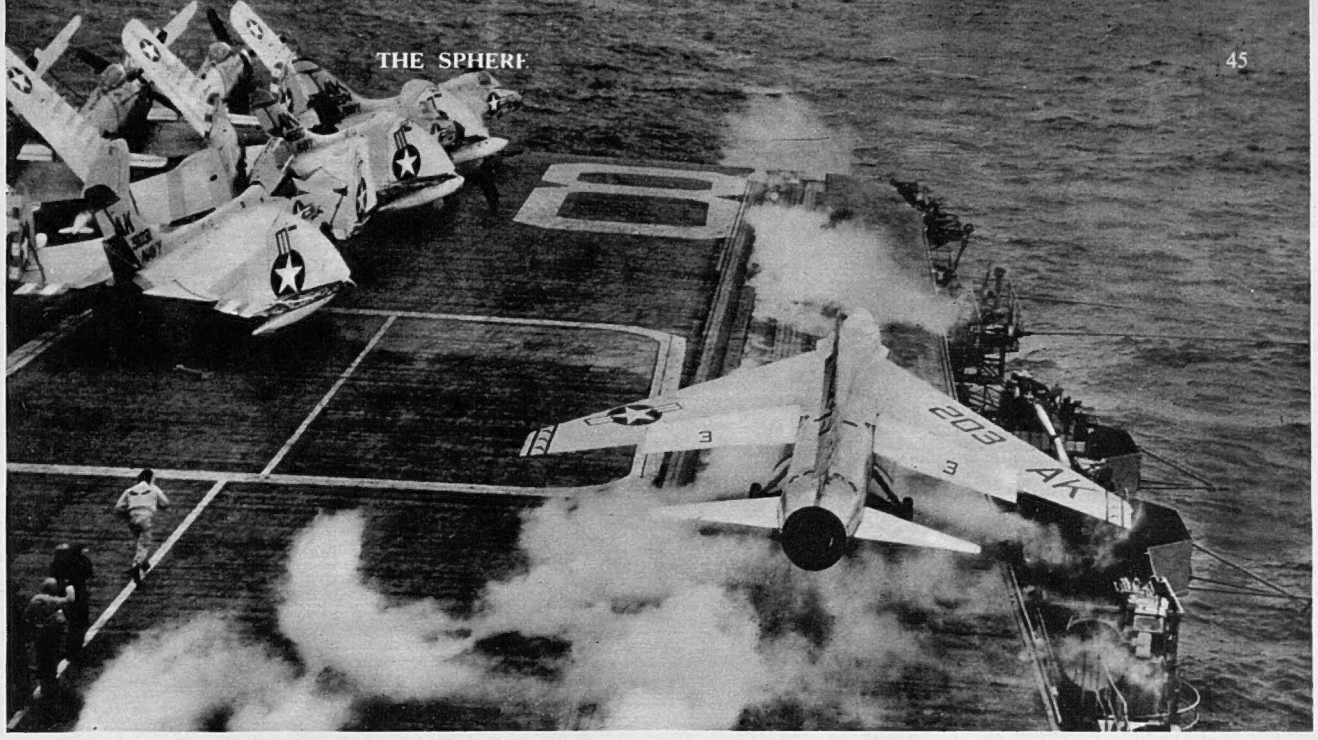
AN ALGERIAN SETTLERS' LEADER IN TROUBLE

THE LORD MAYOR AND LORD MAYOR ELEC

LONDON'S NEXT LORD MAYOR

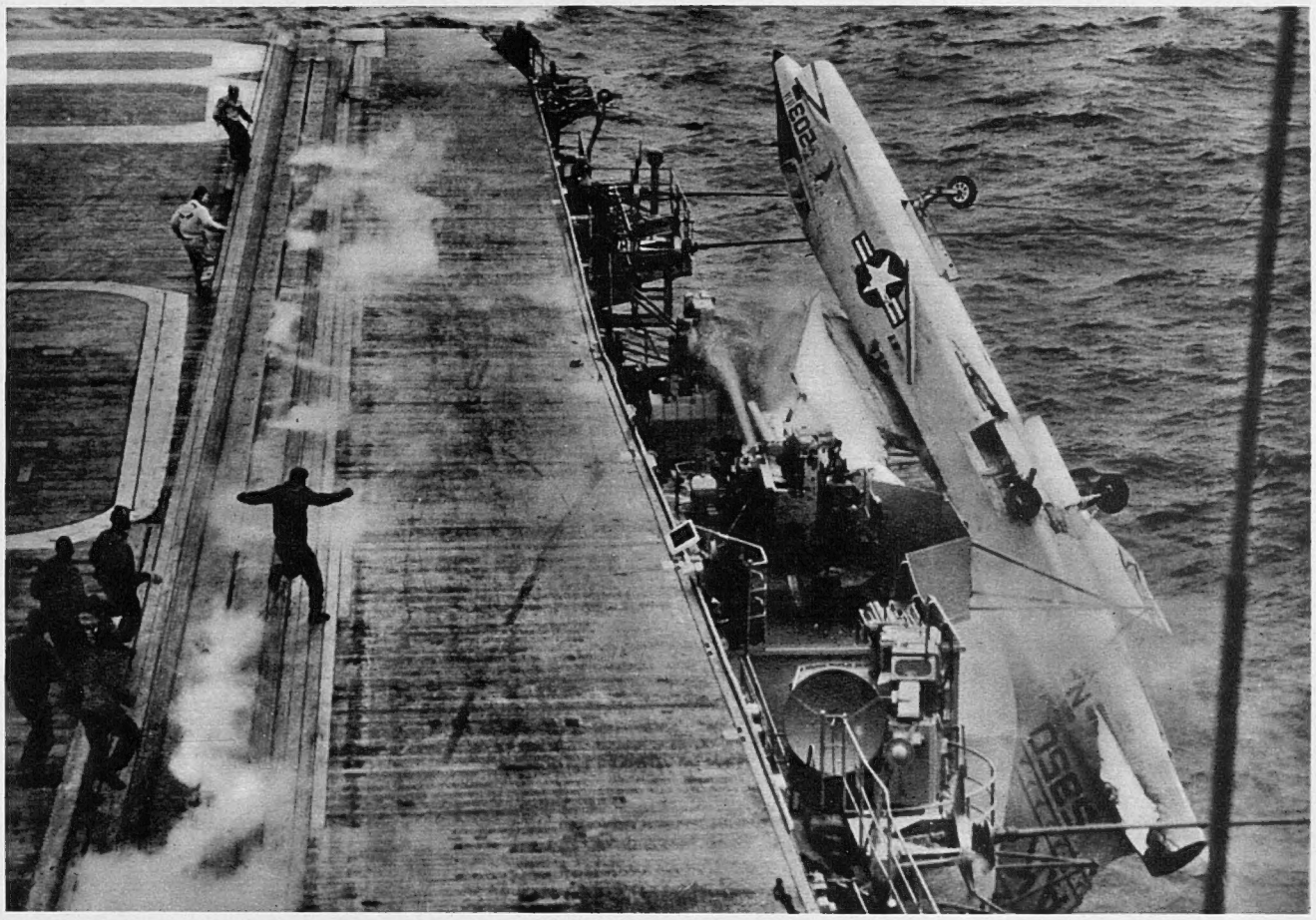
In Guildhall, Sir Bernard Waley-Cohen is elected the new Lord Mayor in the traditional ceremony by a "Common Hall" of Liverymen. The name "Waley-Cohen" is being held up and approved by a show of hands and a cry of "All." The name of Sir Frederick Hoare received the cry of "next year." Sir Bernard Waley-Cohen, who will succeed Sir Edmund Stockdale in office next month, is aged forty-six, the youngest Lord Mayor of London for ten years. Speaking after his election in Guildhall, he said he was the sixth generation of his family to be in business in the City of London and he stood before them as an Englishman of Jewish faith inheriting a family background of service to the community. Turning to the international scene he expressed admiration for the manner in which the Prime Minister had spoken at the United Nations and suggested a telegram of encouragement should be sent him from Common Hall, "the mother of the Mother of Parliaments"

THE NEWS IN PICTURES



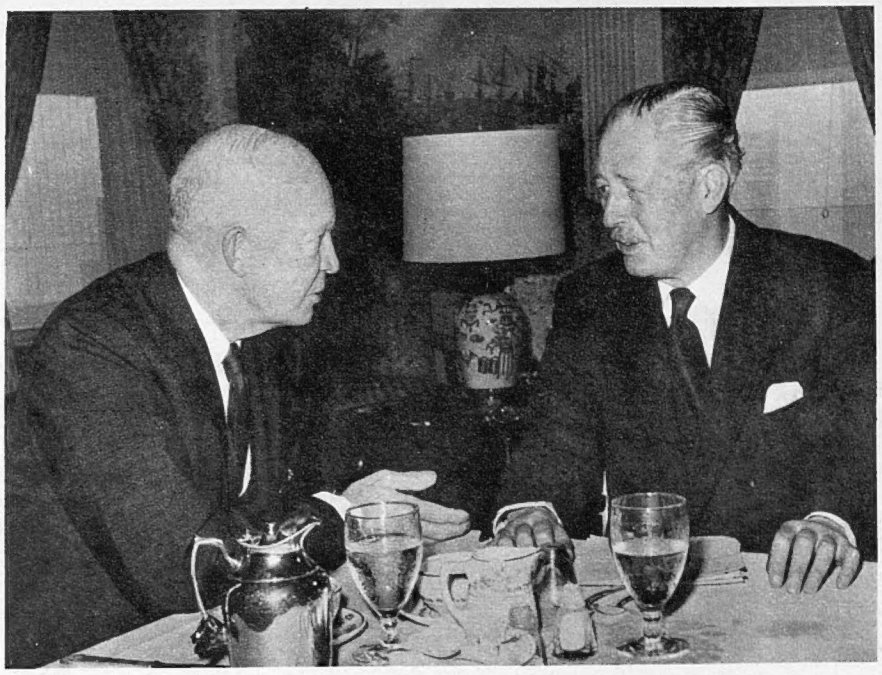
AIRCRAFT OVERBOARD— BUT THE PILOT ESCAPED

American airmen and sailors last week witnessed a seven-minute drama when a Crusader jet fighter of the U.S. Navy toppled over the side of its aircraft carrier, *Shangri La*, off the Scottish coast. The pictures on this page, which were taken by a U.S. airman with an aerial camera, show the sequence of events. The jet, of a type said to cost in the region of £3,000,000, was being launched from the carrier by catapult during NATO manœuvres. The machine veered to the right during take-off, as a result of an apparent failure in the linkage between the aircraft and the catapult. The pilot, Commander J. E. Davis, seemed to rectify this, but the right rear wheel rolled across a gun tub. The Crusader plunged into the sea, tail first and on its back. It stayed afloat long enough for Commander Davis to free himself and escape from his cockpit. He was picked up from the sea by a helicopter, and three minutes later was in the carrier's sick bay. The Commander was unhurt except for a small cut on an elbow



THE NEWS IN PICTURES

The second week of the U.N. Assembly in New York opened on *September 26* with an intervention by Mr. Hammarskjold. In a dignified statement the Secretary-General answered the Russian charges that he had showed partiality in dealing with the Congo and other affairs. He was heartily applauded by all members, except Mr. Khrushchev and his Satellite supporters. The Soviet Premier banged his desk in disapproval. Mr. Diefenbaker, the Prime Minister of Canada, then took the floor. He strongly attacked the Soviet proposal for a three-man commission to replace the individual Secretary-General, and suggested that it was Russia, not the West, which was the "colonial power" of to-day. In the afternoon Dr. Castro of Cuba spoke for four and a half hours. He was largely concerned with his troubles in New York hotels and with recounting his version of the recent history of Cuba. On *September 27* President Eisenhower and Mr. Macmillan met for breakfast in the former's New York hotel, and in a statement afterwards emphasised the common goal of their two countries. Later in the day the British Prime Minister had a meeting with President Tito of Yugoslavia. President Nasser was the main speaker in the Assembly. On *September 28* the U.A.R. President had a meeting with Mr. Macmillan. *September 29* was Mr. Macmillan's day at the Assembly rostrum. On *September 30* five "neutrals"—India, Ghana, Yugoslavia, the U.A.R. and Indonesia—published a draft resolution calling on President Eisenhower and Mr. Khrushchev "to renew their contacts" and thus show their willingness to resolve outstanding problems by negotiation. Hopes of this initiative having any practical results were dashed on *October 1* when Mr. Khrushchev delivered his most vitriolic attack to date on the United States. His language became so violent he was called to order by the Assembly's President.



PRESIDENT EISENHOWER AND MR. MACMILLAN BREAKFAST TOGETHER

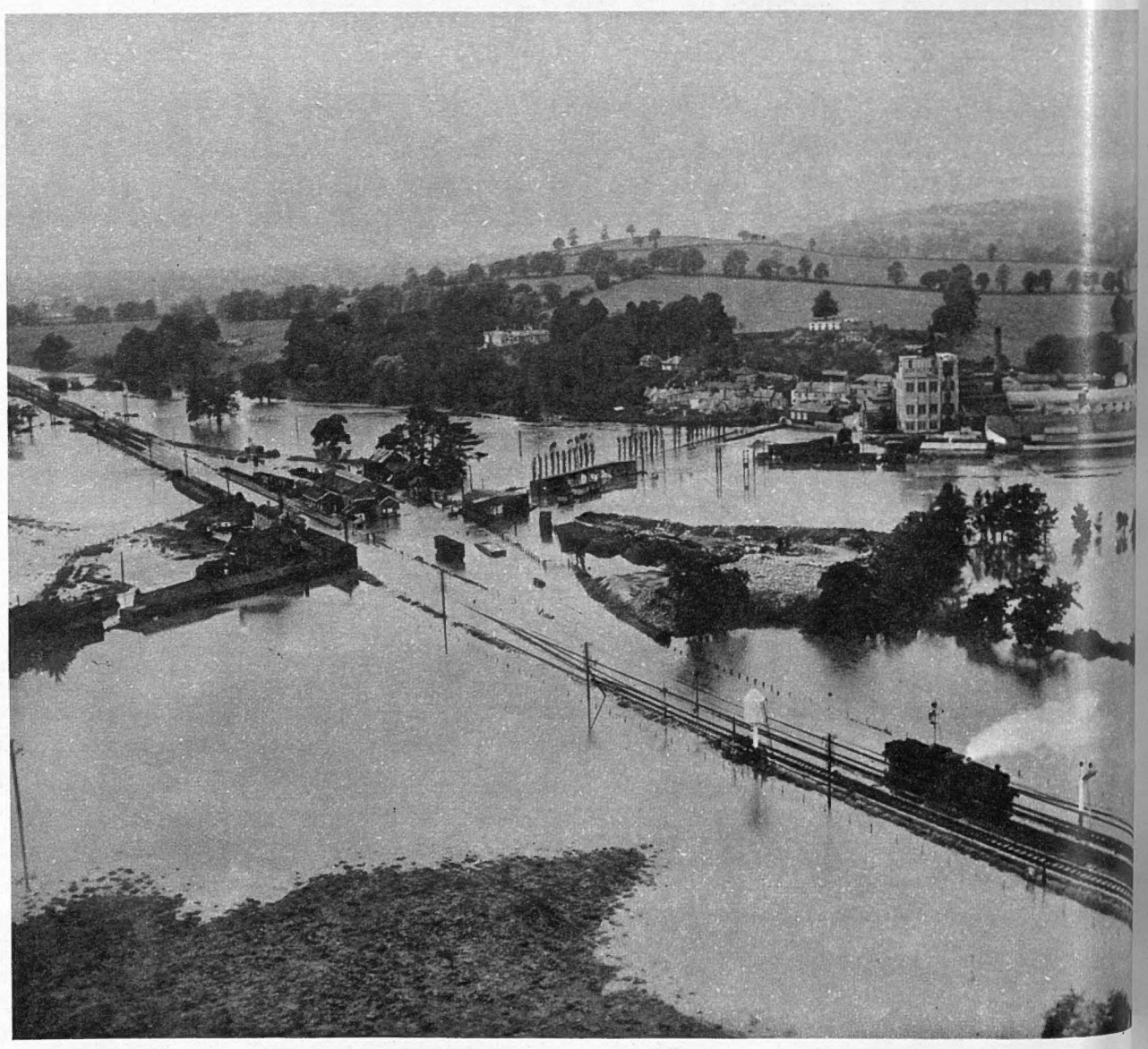
MR. KHRUSHCHEV INTERRUPTS

MR. MACMILLAN MEETS PRESIDENT NASSER

FLOODWATER FOAMS OVER AN EXETER WEIR

DEVASTATION BY FLOOD IN DEVON

At Whimple, near Exeter, the railway lines disappear under the water during the widespread floods. Last weekend Exeter was virtually cut off from road traffic. Days of torrential rain over much of Devon blocked the main Southern Region railway line from Exeter to Cornwall, although Western Region trains continued to run up to one-and-a-half hours late. The bridge carrying the Southern main line between Crediton and Newton St. Cyres disappeared in the floods. Exton, a small village near Exeter, lost its church in a matter of minutes: water undermined the foundations and the roof and walls fell in. Damage in Devon, Cornwall and the Isle of Wight was estimated to run into many thousands of pounds. Many parts of Devon had the worst floods on record. Teignmouth had 3.26 ins. of rain in twenty-four hours, more than the average for the whole of a normal September



NEWS SUMMARY

Party hopes and discords in Britain; questions of conscience in France; Chinese-Burmese Frontier accord; South Africa's momentous day

GREAT BRITAIN

The Annual Conference of the Liberal Party met at **Eastbourne** last week. A proposal that Britain should follow a policy of unilateral disarmament was rejected by 607 votes to 78. Resolutions passed included one calling for a rise in the old age pension and another recognising the importance of protecting the public against misleading advertising. The conference coincided with the publication of the pamphlet by the Liberal leader, Mr. Grimond, entitled *Let's Get On With It.* This aims at wooing radical votes from the Labour Party.

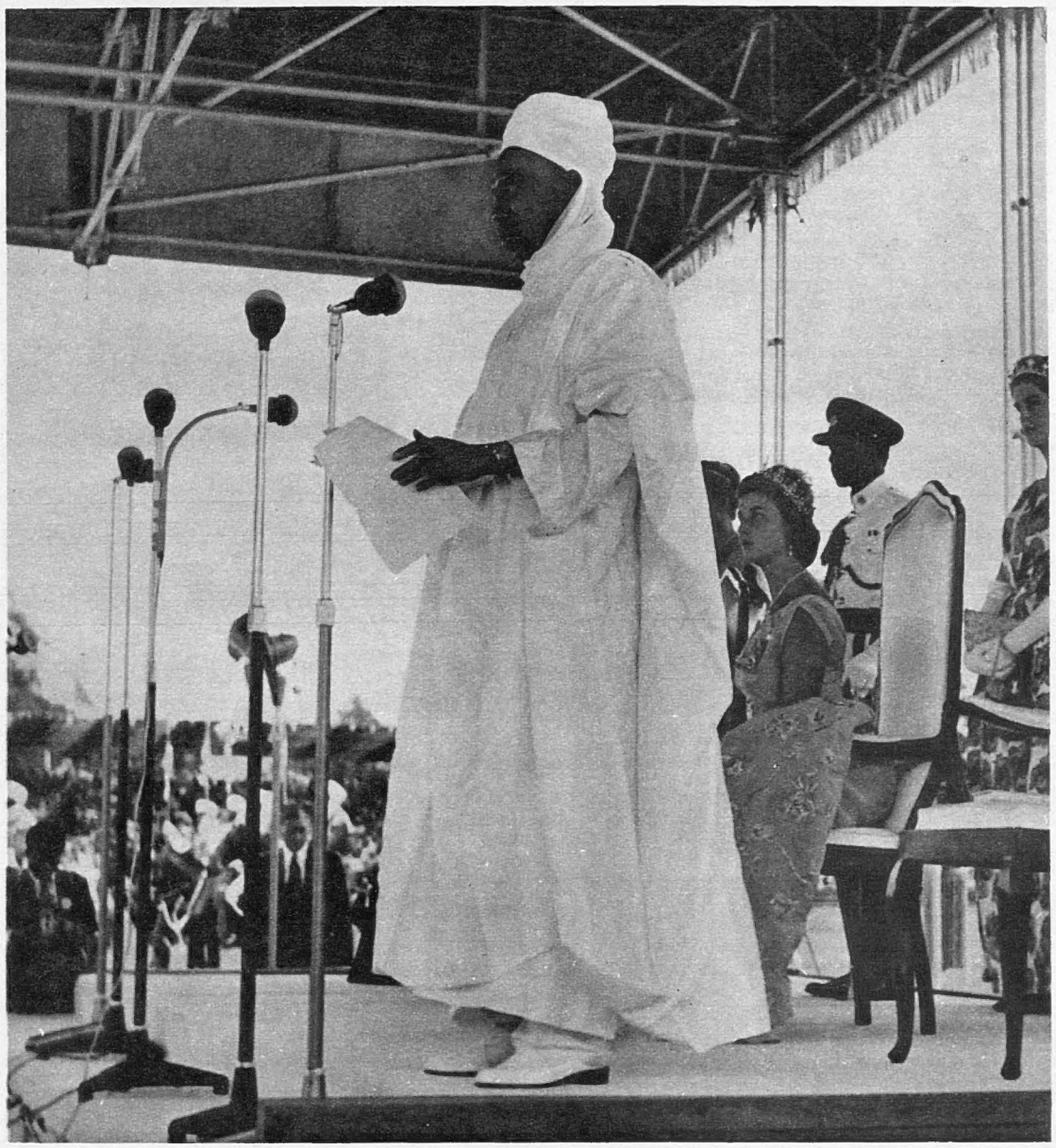
The Socialists gathered for their conference in **Scarborough** last Monday. The highlight of the proceedings was expected to be the defence debate on Wednesday, with the clash between those for and against Britain's retention of nuclear weapons. Before the conference opened the already sensational atmosphere was increased by the news that Mr. Wedgwood Benn had resigned from the Party's National Executive as a warning " of the great danger in which the Party stands " from its divided councils on defence and other subjects.

Next week the Conservatives will be in conference, also at Scarborough. During their deliberations it is understood that the Monckton Report on the future constitution of the Federation of Rhodesia and Nyasaland will be published. Advance information indicated that the majority of members of the Commission favoured granting the right of secession under certain circumstances to the constituent parts of the Federation. When the Commission was formed last year the Labour Party refused to serve on it because the question of the right of secession was not in its terms of reference.

FRANCE

The Algerian situation provoked a fresh crisis in France last week. In **Paris**, the French Government banned over 100 leading French intellectuals from appearing on the French radio and television and in State-controlled theatres. (The number of those banned was variously estimated from 120 to 170.) All were signatories of a declaration defending the right to refuse military service in Algeria. Among them were Jean-Paul Sartre, the writer; Simone Signoret, the actress, and Françoise Sagan, the novelist. A number of ex-Servicemen announced they would hold a mass demonstration on the Champs-Elysées showing their loyalty to the Government and disapproving of the declaration. Police were busy searching newspaper offices in attempts to stop the circulation of the declaration. It was reported all French television actors were threatening to strike in protest against the ban on the intellectuals.

At **Cherche-Midi** prison, near Paris, sixteen French and Muslim men and women were sentenced to gaol by a military tribunal at the end of their trial for helping the Algerian rebel underground in France. Nine others were acquitted. The alleged leader of a " support network " for the rebels, Francis Jeanson, was sentenced, *in absentia*, to ten years in prison, a fine of £5,000, five years' banishment from France, and loss of citizen's rights. He was believed to have fled to Switzerland. According to police statements, the network was organised by the Algerian National Liberation Front (F.L.N.), and the accused had sheltered members of the organisation and transported funds and documents.



On Lagos racecourse, the Federal Prime Minister of Nigeria, Alhaji Sir Abubakar Tafawa Balewa, reads his formal address after having received from Princess Alexandra (seated) the Constitutional instruments embodying the independence and sovereignty of the new nation of Nigeria. (Further pictures from Nigeria are on the following pages)

FAR EAST

In the Square of Heavenly Peace in **Pekin**, Mao Tse-tung and other Chinese leaders last Saturday watched 500,000 people march past their rostrum during the celebrations of the eleventh anniversary of the Chinese People's Republic. This year's celebrations were marked by three absences: there was no official high-level delegation from Moscow and no portrait of the Soviet leader hung in the gallery of giant pictures decorating the Square; thirdly, there was no military review. Despite Mr. Khrushchev's impassioned pleas at the U.N. in New York for Communist China to be admitted to the United Nations, the Pekin celebrations showed no signs that the ideological rift between Mao Tse-tung and Mr. Khrushchev had been healed.

Among those present for the review was U Nu, the Burmese Prime Minister, with, it was reported, the largest official Burmese delegation ever to have gone abroad. U Nu and the Chinese Prime Minister, Chou En-lai, signed a border treaty drawn up by joint Sino-Burmese survey teams. (The two teams played an exhibition Soccer match during the celebrations.) In all, over 500 miles of border have been settled. The fixing of the boundary along the watershed between the Salween and the N'Maikha has given Burma its first fixed border with China and has ended speculation about the fate of Burmese territory marked on Chinese maps as Chinese. Discussions on the border first started in 1954, and had reached a satisfactory state by last January when the two countries signed a non-aggression pact. Other distinguished guests at the review included Ferhat Abbas, the Algerian Nationalist leader whose " Provisional Government " is recognised by China.

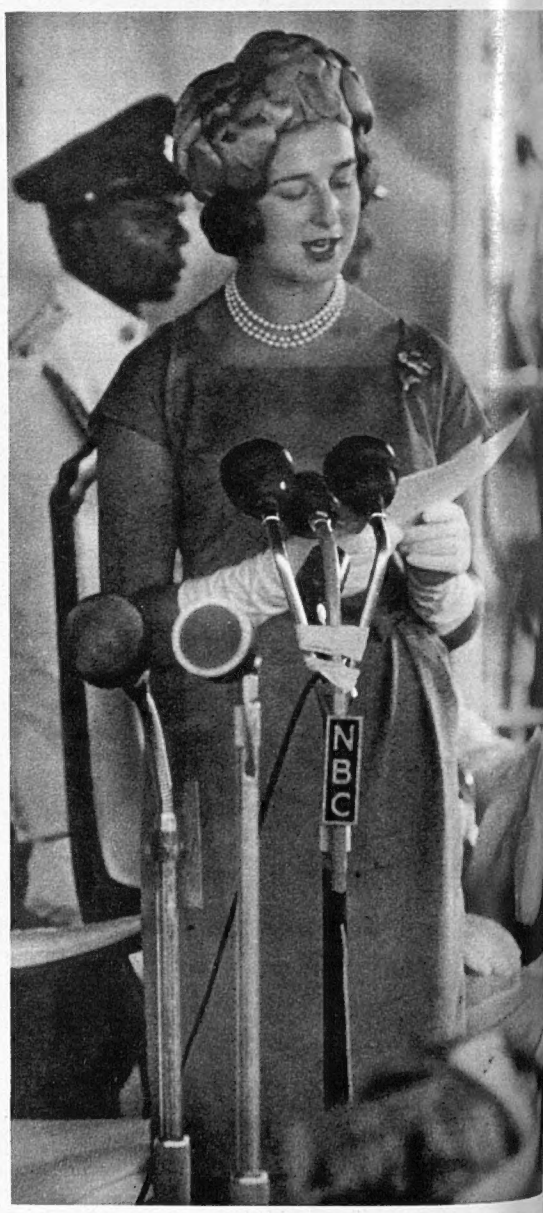
AFRICA

The referendum on whether **South Africa** should become a republic was to be held last Wednesday (October 5). The White electorate, totalling 1,803,000, was entitled to vote. The final result of the first referendum in the Union's history was expected to be known at the latest by to-day (October 8).

From **Congo** it was reported that President Kasavubu had agreed to meet Mr. Tshombe, the leader of secessionist Katanga. A rapprochement between them might lead to talks with Mr. Lumumba. At the start of this week the World Health Organisation sent out an urgent call for increased medical aid to fight epidemics, including smallpox, in various parts of Congo.

Princess Alexandra, representing the Queen at the celebrations of Nigerian Independence, is greeted at a reception in Lagos by Dr. Azikiwe (right), who will be Governo General next month. With him is Mr. Wachukwu, Speaker of the House of Representatives. Sir James Robertson, the retiring Governor-General, is immediately behind the Princ

The Princess with the Mayor of Lagos (left) and the Minister for Lagos Affairs



Replying to Speeches of Welcome at Government House

NIGERIA CELEBRATES

Princess Alexandra and the Federal Prime Minister, Alhaji Sir Abubakar Balewa

Inaugurating the trunk dialling system of the telephone service. With the Princess is Mr. Olu Akinfosile, the Federal Nigerian Minister of Communications

A talk with Junior Red Cross members

A bouquet for the Queen's Representative

JOHN CONNELL

THE DEFENCE OF WESTERN EUROPE

In the long, unflattering perspective of history 1960 may well come to occupy a place of great, possibly tragic, significance. When, after a long lapse of time in which much knowledge and many skills had been lost, men began to record events with some real sense of historical precision, there stood out from all the tangle of myth, legend, tradition and speculation, the memory of one year—perhaps, in fact, it was two or three—in which, with astonishing and terrible speed, the Roman Empire collapsed. Roman military support, taken for granted for generations, was withdrawn from the outer provinces, and the Sacred City itself fell into chaos. The year A.D.410 is the traditionally accepted date of the departure of the legions from Britain; and on that single year there has focused all the pity and all the horror of a collective folk-memory of calamity after calamity. This, men realised, was the way in which a civilisation perished.

It is not impossible that this year 1960, which opened full of glittering and delusive promise (I am conscious of having been caught up in the delusion myself), may prove to be invested, in the collective memory of Europe, with the same sombre quality. For without doubt in the course of 1960, Europe, or rather, that part of Europe which hitherto has not been enslaved by the Soviet Union, has been flung sharply on the defensive.

Not only is our long period of expansion and shared hegemony at an end—the day of the burra sahib, the tuan, the boss-man is gone and will never return—but we are a small, gravely threatened numerical minority islanded among millions upon millions who are either openly

Oil storage tanks at Lanchow in China, which is "attempting to achieve in twenty years what the Soviet Union almost brought off in forty . . ."

hostile to our ideas, beliefs and way of life, or contemptuously neutralist. The Soviet Union, having in isolation, and by prodigious effort and suffering, evolved its own economic, scientific, military, social and administrative techniques, is the clamorous exponent of competitive co-existence with the United States and Western Europe; but Mr. Khrushchev makes it abundantly clear that he has no doubt about who is going to win the competition. Communist China, struggling to achieve in twenty years what the Soviet Union almost brought off in forty, but aware of the insistent pressure of its people's uninhibited philoprogenitiveness, has by no means abandoned the idea of a quick, horrible military solution—once it possesses nuclear weapons.

The " new," uncommitted nations of Asia and of Africa, which have emerged as a consequence of Europe's precipitate withdrawal, vociferously proclaim their intention of remaining outside the great clash of ideologies, North American and Communist. They are, inevitably and profoundly, ambivalent in their attitudes towards the European nations from whose dominion they have lately set themselves, or have been set, free. They fiercely and shrilly condemn the political dependence, and the social inferiority, which they experienced until the day before yesterday. Nevertheless, and especially where the connection was of long standing and was comparatively " liberal " in its nature, they are aware of certain unilateral affinities, not by any means all superficial, with those who were recently their rulers.

These affinities, which baffle and exasperate the Russians just as much as the Americans, are as strong in their expression as they are ironic in their origin. When they manifest themselves on a world stage, as they have done recently in the U.N. Assembly, the spokesmen of forme French colonies obviously think and speak, on a whole range of theme like Frenchmen; and the spokesmen of former British dependencies ar apt to quote Burke, smoke pipes, use hearty undergraduate expression in private conversation, send their sons (if they can) to English publi schools, and buy their clothes in Sackville Street. The only statesman t be more bewildered and irritated by these affinities than the late Joh Foster Dulles must be Nikita Khrushchev.

However, in the minds of the leaders of all newly independent people from the most sophisticated Indian or Arab to the most primitive Africa there is one firm corollary to political freedom: they all want as much o our money and as many of our technical skills as they can extract fro us in the shortest possible time. In their view we are very rich and the are very poor; and in the past century or so a classic method has bee evolved by which this regrettable unbalance can be adjusted: the ric are squeezed by taxation until they are rich no more, and the poor, i is thought, are thereby immensely enriched.

There are all kinds of soothing synonyms for this process. On th national plane it is described either as " social justice " or as " the trans fer of purchasing power." On the international plane the appropriat bromide has a rich Pecksniffian flavour: " aid to underdevelope countries." To hint that this is a foolish catchword or even mildly i question the assumption that it embodies the most elevated ethica precepts and the sharpest practical widsom, is to be grossly heretical an offensive. Only by a vast effort, pouring out " aid " in all directions— dams across rivers, laboratories, airports, teachers' training college radio stations, universities, infant welfare clinics, libraries, school hospitals, model housing estates, all on the most prodigious scale— shall we " save Africa (or Asia) from going Communist."

It is perhaps time that some hard, straightforward thinking wa done on this issue, and a close season put on sentimental flapdoodle Let us admit, without question, the value of all these amenities. Bu why is Europe, or why (on the sheerly material side) is North Americ developed? These amenities have come to be taken for granted, bu their origins are to be found in a society, a civilisation, which painfull and arduously evolved from semi-barbarism; and, looking back ther seems to have been a sane, if slow-moving, order of priorities about th long process.

Chartres was built, and Durham, long before Sir John Haringto invented the water-closet. The Parliamentary system of legislatio and administration by committee was perfected centuries before th telephone. Wine and poetry preceded television advertising. Mozar composed every line of his music without benefit of the internal com bustion engine, electric light or oil-fired central heating. Venice was great and beautiful city when Detroit was not even a forest trading pos It has yet to be demonstrated that you can build a civilisation on a endless and rapid succession of short cuts, and if a society wants al the material amenities for which the new nations are clamouring it ha to work to get them.

It would be wicked to impoverish and ruin Western Europe in orde to convert Africa or Asia into industrialised technocracies on the patter which the power rivalry between the United States and the Soviet Unio has now made grimly familiar—particularly since the African and Asia politicians reiterate, doubtless sincerely, their dislike of being force to take sides in that conflict.

But it is foolish not to recognise Western Europe's contemporar dilemma and difficulties. Christendom (I am quite conscious of th shudders and squeals my use of that ancient, noble word is bound t provoke) is on the defensive as it has not been since the fall of Byzantium It is Professor Toynbee's theory that world history consists of a serie of " aggressions by the West upon the East." I think he reads far too much into, and generalises far too broadly from, the course and con sequences of the great period of European expansion from the sixteenth to the nineteenth centuries of our era. What cannot be doubted is that, along with some cruelties and injustices, the European conquerors and colonisers took with them a great number of benefits, to the ancient but decaying civilisations of the Indian sub-continent and the Islamic Near East no less than to the naked, Stone Age pagans of large parts of Africa.

The period of expansion and of attached benefits is over. Africa and Asia are going their own way, as they desire. The only corollary, moral as well as logical, is that Europe, with its firm, complex, subtle, rich and highly-developed civilisation—younger by far than India or China's, but just as notable in its achievements—should be just as free to travel its own road, without being nagged, sneered at, loaded with guilt, threatened and bullied. Much has been heard of the sacred right of the new independent nations to their freedom and their sovereignty, and of their passionate desire not to be embroiled in others' quarrels. It is worth while remembering that Britain, France, Belgium and Holland have just as much need of, and right to, their freedom and their way of life as Nyasaland, Guinea, the Congolese Republic and Indonesia. And the menace to us is much more real than it is to them.

In the lounge at the U.N. building in New York, Mr. Nehru (left) confers with President Tito (next to him)

BACKSTAGE AT U.N.

More Prime Ministers and Heads of State arrived in New York last week to attend the U. N. Assembly, including Mr. Menzies of Australia and Mr. Nash of New Zealand. Some of the informal meetings were unusual. Mr. Macmillan talked to President Nasser for the first time. Among delegates, amusement was caused by Mr. Nehru's dinner. It was organised at short notice for about seventy Foreign Ministers and Heads of Mission, including those of the Soviet Union and Cuba. It happened that the respective leaders of these two States, Mr. Khrushchev and Dr. Castro, had no engagements that night and their delegations telephoned to ask if they, too, could attend. So the Soviet and Cuban leaders joined a somewhat diverse gathering The dinner was reported to be a great social success.

Mr. Khrushchev surveys the scene from a terrace overlooking the lawn of the estate on Long Island, maintained by the U.S.S.R. for its U.N. delegation

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A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

Sir Winston and Lady Churchill drive from their home in Hyde Park Gate, London, on their way to London Airport. They flew to Monte Carlo for a holiday

Sir John Wolfenden (left) discusses the report "Sport and the Community" with Sir Stanley Rous, secretary of the Football Association. Under Sir John's chairmanship, a committee was set up by the Central Council for Physical Recreation. Its report was issued last week

On the eve of the Liberal Party's annual assembly, held at Eastbourne, Lord Beveridge (left) talks to Mr. Jo Grimond and Mr. Frank Byers, the Liberal candidate for Bolton East. Lord Beveridge, born in 1879, was one of the oldest Liberals to attend the party conference

THE UNITED NATIONS. The United Nations and the Pacific Ocean were accorded flattering names in the hope that they might be induced to bear out their descriptions, and prove united and pacific. The United Nations to-day represent a great part of the nations of the world and still they come, big and small, mature and crude, clamouring for membership and yearning to present their cases. London's West End clubs may well envy the world's club whose waiting list is so satisfactory. But there the envy ends. The variety and size of membership are headaches for the Secretary who must satisfy so many and diverse demands in the complaint book, and deal with bumptious newcomers, crusty old stagers, blackballers and bores. So many of the latest recruits resent the privileges and special armchairs assumed as of right by old members. They support the club for their own purposes. It gives a *cachet* and is a good place for talk round the bar. Membership may get them somewhere but not necessarily towards the ideal of a united world. They have no veneration for the elderly or the V.I.P.s. They want their money's worth on their own terms. Mr. Khrushchev surely drew his ideas of club life from its heyday in the Victorian age, when the old and the important dominated the young and the callow, and often enough were damnably rude to the club servants. He received last week a severe shock. The young members prefer their own way of dealing with the Secretary's failings, and showed no enthusiasm for Mr. Khrushchev's way. The Pacific Ocean can be pretty stormy when it pleases and the United Nations are often pleased to be so. The transference of a single letter in its label might make that label more realistic—the Untied Nations. The art of oratory was once used to sway and convince assemblies. In the U.N. to-day immensely long speeches, either idealistic or blatantly ill-mannered, have no such aims or results. All they do is to confirm the depth and width of the gulfs which divide East and West, member and member—and blow off steam. And yet the proceedings seemed to suggest that the U.N. might look forward to a changed and perhaps more useful future with its increasing membership.

THE GREAT MILK STRIKE. The strike weapon is widely carried and often used. Some of these strikes are called "wild-cat" and are chalked up to total lack of sense and discipline among the wild-cats. The late milk strike (now happily settled) suggests that the "management" must sometimes accept a greater share of blame than it usually admits. You may recall that the directors of the London Dance Institute ordained that their dance-instructors, female and male, must daily drink a pint of milk for their health. For one reason or another, fear of weight-making, loathing of milk, etc., the teachers revolted and used the handy, familiar weapon. They "staged" a two-day strike. This brought the management to its knees. The loss of two days' instruction in dancing steps was too big a price to pay for a principle. A compromise was reached. The strikers were given the option of a daily bar of milk chocolate. They accepted the compromise and the pupils are once more learning a vital branch of citizenship. The great milk strike evokes so many reflections that I will leave my readers to select their own. The Welfare State is a wonderful institution and its influence permeates every field of social life. But it does not seem to encourage the freedoms (for which Western civilisation is prepared to die), and it does seem to encourage little strip-cartoon dictators to throw their weight about or fill an idle hour with a memo. or directive. Among the interminable strikes which daily bedevil our economy, there are two which I except from censure: the great milk strike (for reasons given) and the threatened strike of the experts who make our atom-bombs. The latter can stay out and be damned to it, *conte que conte*.

WHEN THE CAT'S AWAY. It was a black Friday (September 23) for the London Police Force. They had concentrated the bulk of their crime-detectors at St. Pancras trying to cope with as foolish an occasion for bringing "fools into a circle" for trouble-making as any in these recent months of unreason. And this concentration had been well-advertised in advance. It did not need a prophet to prophesy "When the cat's away. . . ." The wages and safe-gangs have their ears to the ground and are pretty highly organised. And they had a bumper harvest of about £60,000. A top-level conference followed at the Yard. How do these Moriarty gangs get their information? On Friday, September 23, they certainly got the essential information from the police themselves. It told the thieves to avoid St. Pancras and to make free with the rest of London. But how do they get those vital bits of information that enable them to put the finishing touches that assure easy success to a particular job a wage-packet or mail-van robbery? I would hazard a guess. Love of money is the root of much evil, and sometimes, I fancy, can be exploited to smooth the way for daring criminals to get in by the back door or to pick up a handy key, nicely oiled, under the door-mat. I still hope that one day soon we may be given authoritative statistics of the amount of money stolen by the gangsters in wage and bank and shop raids and mail-van robberies since June 30. The total, I think, would prove as shocking in its way as road-casualty figures.

MAN WITH A MOP. A heavy legislative programme for his department during the coming session was indicated by Mr. Butler to the Association of Municipal Corporations

A GIFT WITH A CONTINUING REMINDER

You will appreciate how delightful a gift "The Sphere" will make for any occasion with its weekly reminder of the sender. Its weekly pictorial coverage of world news, and its first-class writers, will appeal to the busy man or woman of affairs.

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In the New Docks at Southampton, hundreds of Renault Dauphines are parked. The French makers stated they were being stockpiled against the ending of credit restrictions

at Eastbourne. He is going a long way to mop up bogus clubs, the dens and centres of crime. His mop will also deal with juvenile offenders, approved schools, remand homes, children in need of care, and allied problems. Selective character-reformation and segregation of young offenders from adult criminals in prison are the chief aims. Fire prevention in shops and premises will need another Bill, and health safety and welfare in offices and shops yet another. The reports of sitting committees on parents' responsibility and liability for the sins of their non-adult children will be closely studied, and the findings may lead to another Bill. In speaking of his legislation to liquidate bogus clubs, Mr. Butler was reported in one organ of the Press as saying: "I am worried about immortality." It is possible that the reporter or typesetter threw in an extra t for good measure. But I am very sure that, if in the course of the coming session or, indeed, in the present Parliament, Mr. Butler's mop wipes up all the matters I have listed, he need not worry about his own immortality. He will have earned it, *nem. con.* So, indeed, will the first Government or Minister who can find and use a mop to clean up our industrial relations and eliminate wild-cat strikes and the present anarchy in the trades unions. That vital branch in our national survival needs no encouragement from home-made axes. It is dicky enough already.

GOVERNMENT OFFICE INFLATION. Since 1940 the number of typists employed in Government offices has doubled, their salaries have multiplied six times. Every Civil Servant, and, indeed, business executive, who has reached a modest rung up the ladder, must have a personal secretary to match his rise to the £1,500-a-year level. And to ring for his secretary is proof that he is hard at work and that time is money. "Take a note, Miss Smith," and in nine cases out of ten, the note is unnecessary, filed and forgotten. So half these secretaries share out half £13,000,000 on jobs not only redundant but boring and frustrating, and turn *our* money into nylons and bayonet heels and lipsticks. Thus bureaucracy and business take in each other's washing and, whoever benefits, it is not the taxpayer. The dear old Select Committee on Estimates—whose word no Minister relies on—has turned its tired eyes lately on the Admiralty's administrative organisation in London and Bath. Journeys between the two centres waste time and money while a headquarters staff of 10,000 administer 230 operational ships, fifty bureaucrats to fuss over every ship. "Take a note, Miss Smith" (file it and forget it). And what good will come of these statistics at last? What retrenchment ever comes from the reports or recommendations of the dear old Select Committee? "File them, Miss Smith, and forget them." Parkinson's law runs, and somebody benefits, at least obliquely, from it. But not you and I unless we are in the nylon or lipstick business. And, after all, naval officers *are* being retrenched, and how can civilian jobs be found for them, unless they are given the same jobs to do in bowler hats which they formerly did in peaked caps—with secretaries attached? The Select Committee made even more momentous recommendations about the administration of colonial affairs. It reported that the merger of the Colonial Office in a single Commonweath Office had now become plain and urgent common sense.

A SUMMER TO REMEMBER. This summer and early autumn have produced a novel weather feature. A steady rise in the barometer has been a sure sign of more rain. And, since June, even comparatively dry areas have surely had enough of it, 10 to 12 ins. in less than three months. No acceptable theory of the effect of human activities on the weather is ever propounded. It is, for example, nonsense to suggest that thunder and lightning are attracted by electrical devices or fission production. But the effect of the weather on human activities is perhaps worth a study. These last months, in England and all over the world, we might fairly assert that human reason has seldom seemed more unseated, from top to bottom, in small matters and great. If you gather the news only from Press headlines, you may make the assertion with confidence. But, even if only a section of our Press regards only bad news as news, you might have searched the more balanced organs for weeks on end to discover hopeful and constructive items to set against the catalogues of calamity. I don't suggest that we can blame it on the weather. When it rains here, it may be fine in New York or the Congo. But the prayers of the churches might not unreasonably be invoked to ask of Heaven a brief period of settled fine weather coupled with a return to sanity before winter closes in on us again in darkness and chill. We have not much to show this year in benefits from the easy months of the calendar. Let us turn to prayer for a happy Christmas. It is high time for prayers.

THE OLD STAGER

TROILUS AND CRESSIDA: Dorothy Tutin (Cressida), Max Adrian (Pandarus) and Denholm Elliott (Troilus)

TWELFTH NIGHT: Barbara Barnett (Olivia) and Dorothy Tutin (Viola)

With autumn come to Stratford-upon-Avon the season of Shakespearean comedy at the Memorial Theatre has entered upon its last eight weeks. All the six plays, tracing Shakespeare's development of comedy into complexity, are now running in repertory. This year's season has marked the beginning of an era. A new director, Peter Hall, took over, and like the traditional new broom, introduced sweeping changes. First of all the shape of the stage was altered, giving it an apron jutting into the auditorium, and equipped with a revolve. Playing beneath the stage is a brass and wind ensemble, replacing a string orchestra. But, more important perhaps than these changes, were the avowed intentions of the new director—to create a semi-permanent company with a unified style. (In furthering this aim, negotiations have been made to gain a winter home for the company in London's West End.)

A continuous theme was chosen for the season, by selecting only comedies and performing them in chronological order. This involved starting with *Two Gentlemen of Verona*. It was perhaps an unfortunate beginning. The company had not settled down and it was obvious that the intensified efforts to find a method of fresh verse speaking had not reached full volume. But with *The Merchant of Venice*, the company received acclaim. A young actor Peter O'Toole, gave a remarkably vivid and moving performance as Shylock and Dorothy Tutin added Portia to her gallery of Shakespearian heroines. Following the production came the revival of Peter Hall's 1958 version of *Twelfth Night*, an enchanting youthful conception of Shakespeare's comedy, full of mischievous high spirits and an autumn melancholy in a Cavalier setting.

More innovations came with John Barton's *The Taming of the Shrew*, conceived *in toto* as a performance by strolling players for the delight of Christopher Sly. Peggy Ashcroft achieved an unsuspected triumph as the Shrew, lifting the play from farce to comedy. *Troilus and Cressida*, set daringly in a bare arena of sand, aroused fierce critical debate. The production by Peter Hall and John Barton perhaps owes something to the Cambridge Marlowe Society's production of some years back. It gives full emphasis to the biting sardonic humour and Shakespeare's characteristic complexity of mood. One of the difficult last plays, *The Winter's Tale*, ends the series, with Peggy Ashcroft as Paulina.

The critics, during the season, have made increasing reference to the clear speaking of the company, a sure sign that the new policy has achieved success. As the performances have deepened and matured, so has a definite style of acting appeared, eschewing melodious rant and flat colloquial mutter. To the visitor to Stratford in October and November, not only are all the six productions to be seen, but also they have gained in cohesion and clarity since the London critics made their first-night pilgrimages.

THE WINTER'S TALE: James Bree (Old Shepherd), Jack MacGowran (Autolycus) and Ian Holm (Young Shepherd)

THE MERCHANT OF VENICE: Peter O'Toole in his highly-acclaimed performance as Shylock

ENTERTAINMENT

STRATFORD REVIEW

THE TWO GENTLEMEN OF VERONA: Donald Layne-Smith (Panthino) and Patrick Wymark (Launce)

THE TAMING OF THE SHREW: Peter O'Toole (Petruchio) and Peggy Ashcroft (Katharina)

THE VOICE OF THE COMMO

INDIA

The history-making Treaty to share the waters of the Indus Basin between India and Pakistan was signed in Karachi on September 19. The signatories of this document were no other than President Ayub Khan of Pakistan and Prime Minister Nehru of India. Thus came to an end the twelve-year-old dispute between the two countries. The importance of this treaty in the context of the continuing process of relaxation of tension between these two countries cannot be over-emphasised. Political leaders on either side have shown the highest statesmanship in removing a major cause of friction between the neighbouring states. The reciprocal concessions which made the signing of the treaty possible augur well for the future.

The World Bank role was commendable throughout the long-drawn-out negotiations over this settlement, but even more commendable was the determined will to settle the issue shown in the later stages by Indian and Pakistani negotiators. The emotional concomitant of this treaty is likely to prove more crucial than the actual sharing of the waters of the Indus Basin. Hopes are expressed on either side that Indo-Pakistan relationships will become normal in the near future. The two leaders (Ayub and Nehru) went over the whole gamut of Indo-Pakistan relationship during their five-day meeting. It is reported that considerable progress was made on every front, including Kashmir. That the two statesmen were able to express their respective points of view with friendly candidness is regarded on either side a major gain. The process of repairing the unpleasantness of the last thirteen years must necessarily take time. Step by step the foundations of friendliness will be made secure.

President Ayub Khan is scheduled to visit India in the near future. The date for this return visit has not been fixed yet. Public opinion on both sides of the border is becoming increasingly desirous of turning the geographical oneness of the sub-continent into a political homogeneity. It is reported that trade between the two countries is to be stepped up. There is talk about a common market. These developments, following the signing of the treaty, have been hailed by Indian newspapers as hopeful signs. Some foreign newspapermen have failed to appreciate truly the significance of the Ayub-Nehru meeting. They have chosen to refer, time and again, to the unresolved Kashmir dispute to maintain that the relations between the two countries are as bitter and acrimonious as they ever were. This is nothing but misreading of history as it is unrolling itself on the Indo-Pakistan sub-continent.

The Indus Basin Treaty is subject to ratification by both countries and it takes retrospective effect from April 1, 1960. Provisions of the treaty may be modified from time to time by a duly ratified treaty concluded for that purpose between the two governments.

The treaty safeguards the existing rights of the three northern states of India—Kashmir, Punjab and Himachal Pradish—to receive irrigation water from three western rivers allotted to Pakistan to cover about a million acres of land and to extend it to another 700,000 acres. The juridical position of the parties in regard to the status of Jammu and Kashmir is not affected by the treaty.

Apart from having conceded 80 per cent. of the waters of the Indus Basin to Pakistan, India has also agreed to pay, for the construction of link canals, a sum of about £62,500,000, spread over ten annual instalments, the first being due on November 1 next. The treaty provides for a permanent Indus Commission consisting of an Indian and Pakistani Commissioner, which will serve as the regular channel of communication on all matters relating to its implementation. The treaty contains important provisions for future co-operation with regard to specific works, such as building dams to control floods or drainage works, which may be required to be built by one party in the territory of the other. These will be built at the request and cost of the party which benefits from them under separate bilateral agreements.

Throughout the long and complicated course of the negotiations on this dispute, first bilateral and since 1952 under the aegis of the World Bank, India showed the greatest possible degree of accommodation to its neighbour and concern for the welfare of the peasantry of Pakistan. She recognised that the problem was an engineering one and that it was essential that the maximum advantage should be derived from the waters available in this region. It was also recognised that a solution of this problem, affecting the well-being of millions of people, should not be prevented by political considerations. The Government and people of India hope that this treaty will lead to greater goodwill and friendliness between the peoples and governments of the two countries. In the realisation of this hope depends the prosperity of the peoples of India and Pakistan.

PAKISTAN

The most authoritative basis for the appraisal of the Nehru-Ayub meetings which took place in Pakistan, during the week of September 19, would naturally be in the joint official communique issued at the conclusion of the meetings. It is to be noted, however, that communiques are meaningful not only in what they say, but sometimes even more so in what they leave unsaid. As regards the Nehru-Ayub meetings one could not do better than begin with the text of the official communique.

According to the communique, Prime Minister Nehru and President Ayub Khan acknowledged that the settlement of the Indus Waters question and elimination of their border disputes presented to their two governments unparalleled opportunity to direct their policies towards the promotion of material understanding and friendly co-operation between their two countries. They agreed that their governments and peoples should work for promotion of friendly and co-operative relations between their two countries and eliminate old emotional strains and tension.

To achieve their basic objectives of economic and social development Prime Minister Nehru and President Ayub Khan agreed on the following:—

(*a*) A meeting of the Finance Ministers of the two countries to consider further and resolve differences on financial matters;
(*b*) A Minister-level conference between India and Pakistan to review the implementation of border agreements and to resolve outstanding differences on border matters;
(*c*) An early meeting of the high-level implementation committee set up under the moveable properties agreement;
(*d*) Promotion of co-operation between the two countries on scientific and technical matters and exchange of information on agricultural research;
(*e*) Evolving of procedures for exchange of information about projects for utilisation of water resources of common rivers in India and East Pakistan;
(*f*) Exploring the possibilities of increasing trade and economic exchanges between the two countries and examining the need for opening new offices to further this objective.

On the very important subject of Kashmir, all that the communique could report was that there was a frank and friendly exchange of views between Prime Minister Nehru and President Ayub Khan, that the talks were conducted in an atmosphere of cordiality and that they came to the conclusion that " this was a difficult question which required a careful consideration of all the aspects." The two leaders agreed to give further thought to this question with a view to finding a solution.

The communique also said that the two leaders have agreed to keep in touch with each other in furtherance of their common objectives. The Prime Minister of India has invited the President of Pakistan to visit India, and the President has accepted the invitation.

As the time approached for Prime Minister Nehru to leave for New Delhi, it became obvious to all that not much progress had been possible on the question of Kashmir. What the two leaders achieved was indeed substantial, but put against the problem of Kashmir it remained but marginal. Disappointment both in Pakistan and India has been unconcealed. The Pakistan mood was summed up by President Ayub Khan

Mr. Nehru and President Ayub Khan sign the Indus Basin Treaty

WEALTH

Assessments of the significance of the Ayub-Nehru meetings; new conditions for foreign investment in Ceylon; an important speech by Dr. Nkrumah

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

when he said that it was the problem of Kashmir that was keeping the two countries apart. "While this dispute is unresolved," he said, "anything we may have achieved in other fields stands in danger of being nullified."

CEYLON

The Ceylon Government has taken a new step in providing assurances for foreign private investment in the Island. Presenting the first Budget of the new Government recently, the Finance Minister, Mr. F. R. Dias Bandaranaike, announced that the Government had decided that the terms on which foreign investment were allowed in any particular enterprise would be set out in a document under the hand of the Minister of Finance and tabled in Parliament for approval. The Minister stated that all safeguards necessary for the investment in any particular undertaking could be provided in such documents and he did not think that any better assurance of security could be given.

Mr. Bandaranaike also said that the incentives for foreign investors earlier provided had not produced the desired results because, it would appear, what was probably needed was an assurance that the terms on which foreign investments were permitted in any particular case were not liable to variation with the vagaries of every General Election.

The Minister indicated that foreign capital would be welcome in Ceylon under the following conditions:

(1) That it would generally be for productive purposes, particularly in new fields of industrial activity or in fields where the private sector has not already established itself in Ceylon.

(2) That it would generally be permitted in collaboration with local enterprise, such collaboration being dispensed with only if local enterprise was not forthcoming, or if the manufacture of products for export under trade names of wide usage was undertaken.

(3) That it should lead to progressive domestic manufacture, substituting ultimately for imports to the highest practical degree.

(4) That it should provide for the training of management and skills locally, and

(5) That it should generally not enter fields reserved for the expansion of the public sector which include at present iron and steel, cement, chemicals, fertilisers, textile industry, tyres and tubes for motor vehicles, sugar and its by-products, mineral sands, salts, ceramics, plywood, leather footwear, paper, roofing tiles and ayurvedic drugs.

Foreign capital that conforms to these requirements would be welcomed in Ceylon, the Minister said. Such capital would enjoy all the tax tariffs and other benefits accruing to local private capital and would, in addition, be given the following assurances:

(1) Repatriation of dividends and the eventual repatriation of assets would be freely permitted.

(2) The bringing in of necessary technical and managerial staff would be freely permitted.

(3) Such personnel would be permitted to transmit a part of their earnings abroad.

(4) The Government agreed, in principle, to make provision for the avoidance of double taxation by means of Government to Government agreements.

GHANA

From Ghana's point of view, it was unfortunate that Dr. Nkrumah had to speak to the General Assembly of the United Nations immediately before Mr. Khrushchev. The Press, both of America and the United Kingdom, not unexpectedly, chose to report the speech of the Russian leader at length and to make only brief reference to that of Ghana's President. The consequence was that one of the most important declarations to come out of Africa since the Congo crisis began went by largely unreported.

Dr. Nkrumah placed proposals before the General Assembly which he said he was sure would resolve the impasse if only they were implemented. The main proposals were (1) a change in the composition of the U.N. force in the Congo so that it consisted only of contingents from the independent African States; (2) complete support of the central Government of the Congo, with Mr. Kasavubu as President and Mr. Lumumba as Prime Minister; (3) the disarming of all private armies, including the Belgian-officered forces in Katanga.

Ghana's support for the Government of the new Republic has been consistent and unqualified since the earliest days of the Congo crisis. It springs not from a desire to back Mr. Lumumba against all comers but from the need to give the fullest support to the leader of the legitimate Government of the country. In the confused state of Congo affairs—with arrests and releases, claims and counterclaims, statements and misstatements—Ghana's attitude has been one of the most single calming factors to be brought to bear. While throwing all her weight behind the Congo Government, she has scrupulously worked within the framework of the United Nations. Unlike Mr. Khrushchev, the Ghana President praised the work of the Secretary-General, even if he expressed reservations about the approach of the U.N. to the Congo affair.

Dr. Nkrumah went further than mid-Africa, however, in the range of his address. He reiterated the need for the continent to be kept out of the Cold War. He asked that the United Nations, while pursuing the possibilities of disarmament, should set up a committee to examine how the resources released from warlike uses could best be used for mankind's benefit. He said it was unrealistic to keep the vast nation of China out of the international forum of the United Nations. Ghana's leader was speaking for far more than his country in the course of his first speech to the General Assembly. Most of what he said would have found an echo in the hearts of his 230,000,000 fellow Africans. It is a pity that what he had to say did not reach a larger audience in the British Press.

Air Commodore Nur Khan, managing director of Pakistan International Airlines, arrives with his wife in London to make the final arrangements for P.I.A.'s new Boeing 707 jet service to and from Karachi, which began on October 4

A mounted escort of the British South Africa Police rides past the Mayor, Councillor D. Divaris, in Salisbury, Rhodesia. The parade took place after the Freedom of the City had been conferred upon the Police. The ceremony marked the seventieth anniversary of the hoisting of the British flag at Fort Salisbury (as it then was) in which the Police Force of the time, the British South Africa Company's Police, played a prominent part

STUDENTS FROM THE COMMONWEALTH

From left: J. Rohl (Australia); Miss Zubair; Miss Kabir (both Pakistanis) and G. Cox, New Zealand. They were among the Commonwealth scholars at a tea party given by the British Council in London

Sir David Eccles, the Minister of Education, talks with Mrs. Tuboko-Metzger of Sierr Leone. The occasion was another tea party in London, at Nutford House, to welcom student teachers from all parts of the Commonwealth who have come to train in Britai

Two important groups of Commonwealth students arrived in Britain last month. One is the first group of students to take up awards offered in the United Kingdom under the new Commonwealth Fellowship and Scholarship Plan. All the 170 men and women are graduates of universities in their own countries. They are being enrolled in English and Scottish universities for undergraduate study or post-graduate research in a wide range of subjects from the Humanities to the Sciences. These Commonwealth scholars have been welcomed in many receptions, including one given jointly by the Secretaries of State for the Commonwealth and the Colonies.

The second Commonwealth group consists of student teachers under a bursary scheme. Some 350 of them are spending two years training in Britain. They, too, are being given a very ready welcome.

Miss R. J. Van Heerden (of Pretoria, South Africa) and Mrs. N. Parimoo (of Gujerat, India) at the British Council's party

Two of the student teachers from Hong Kong—Mrs. Cheung (right) and Miss Lee

Nigeria meets India at the British Council. The scholars are H. N. Mbanugo (left), Miss G. Padhi and R. D. Ajijola

A group of student teachers from Africa. From left they are: J. A. Okonkwo; C. O. Anizor; Miss O. Chimzie; J. C. Ofili; O. C. Anyabuba and F. N. Okafor

THE MILAN TRIENNALE

The Twelfth Milan Triennale, the biggest international exhibition of architecture, town planning, industrial and contemporary decorative arts, is open until November 4. It is held in the Palazzo dell'Arte in a park near the heart of Italy's chief industrial city. Milan itself shows the importance of modern architecture: in the post-war years its appearance has been completely changed by the forest of tall, glass and metal office blocks which has grown up. The exhibition, held every three years, is an international showcase. This year it is based on the theme of the " home and the school " and there are exhibits from sixteen countries.

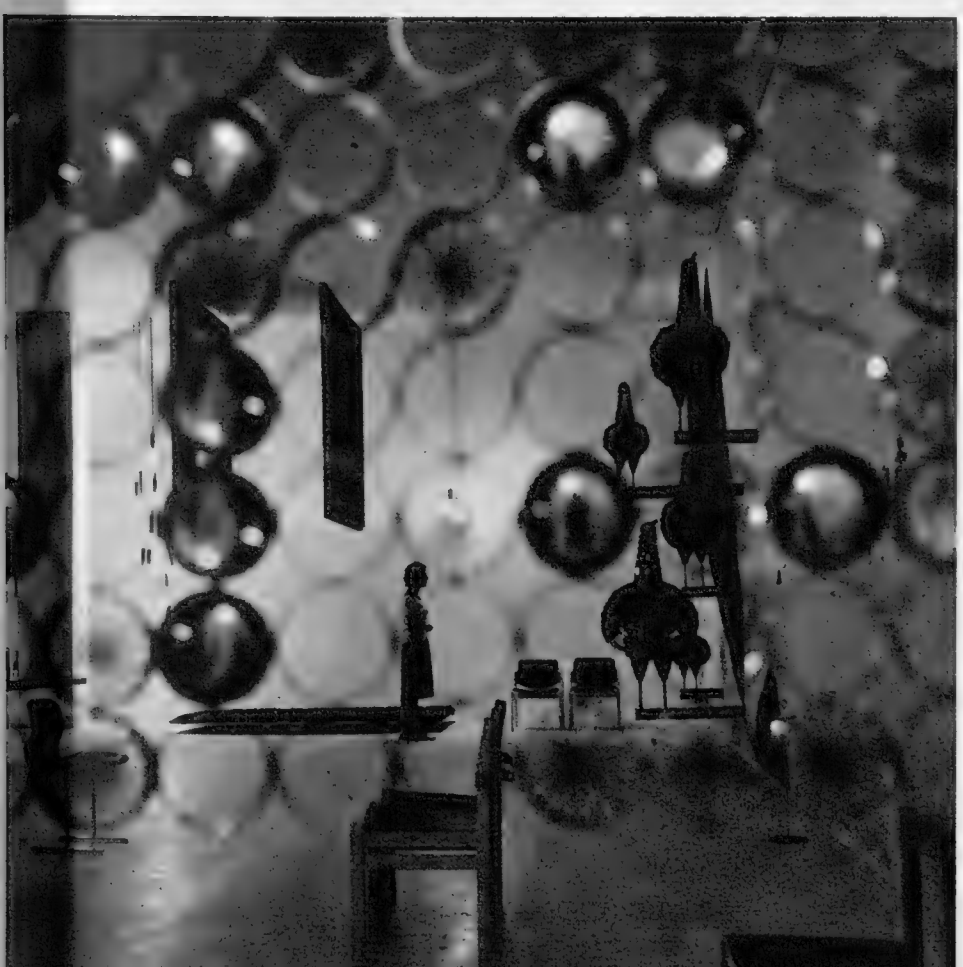
In the last few years, education has become a field of major importance for architects. The biggest single exhibit is from Britain, consisting of a complete standard type primary school. It is constructed in the C.L.A.S.P. prefabricated system of building, sponsored by a group of local authorities and Government Departments. It has been used for over 100 schools during the last three years. (One of the features of the system is that it is designed to withstand subsidence caused by coal-mining). The school in the Milan Triennale is to be re-erected in Italy when the exhibition ends. Recorded voices of children are used to give a realistic impression of the building in use.

The choice of the theme of " home and school " is timely as far as Italy is concerned. The Italian Government has launched a major programme of school reform, both to provide educational facilities in areas which do not possess them and in areas of urban growth where new schools are urgently needed. (This is a problem which in Britain has been particularly acute in New Towns.) But the theme of the Triennale is not restricted in any narrow sense to education. Although the exhibition covers only the first five elementary grades, it has been designed to include the way of life and living conditions of the younger generation. That is to say, the exhibition is also aimed at providing new living conditions in the home for children, and even the journey from home to school has come in for great attention.

The official programme states that the theme is handled from its three most characteristic angles: home and school in the centre of town; on the outskirts of major cities; and

(*Continued on following pages*)

The biggest single exhibit at the Triennale is a standard type primary school from Britain



Through a brass wire and coloured glass screen is seen the Finnish pavilion

Drums and tambourines in the main hall of the British primary school

THE MILAN TRIENNALE

(Continued from previous page)

in the country. Thus the Italian section shows a residential quarter, the environment of the school; a home in the residential quarter, with its furnishings; and the school in the area, with equipment. In addition, other decorative furnishings are shown. Although apparently restricted by its theme, the Triennale once again covers most of the aspects of contemporary design.

Other sections of the Exhibition include a tribute to the American architect, the late Frank Lloyd Wright, and exhibitions of glass and steel products, and of plates and flat utensils. Two congresses were arranged during the Triennale; the first at the end of September was a national meeting on the subject of "Arts-Crafts-Industry"; and the second, due to be held from October 13-16, is entitled "International School Building Congress." One of the lectures is to be given by Mr. L. F. Gibbon, Schools Inspector from the Ministry of Education in Britain.

Photographs by Desmond O'Neill

Exhibits in the Danish pavilion include silver candlesticks, designed by Søren Georg Jensen, and an artichoke-shaped lamp designed by Poul Henningsen. It is similar to those designed for the Copenhagen Yacht Club

Table and chairs, designed for children by Roger Fatus, in the French pavilion. The table is covered in Formica and the chairs are of gaily-painted metal

A living-room and dining terrace, part of the big Italian exhibition on the theme of the home environment

A model section of an old quarter of Milan. Periscop

The living-room of the American home is so designed as to have the atmosphere of a garden by using glass walls

On the German stand is a functional, headless rocking-horse, in red plastic. It is decorated with a sketchy tail

visitors to gain street-level views of every corner

In the Italian exhibition is a room designed for a sport-loving bachelor. Like other Italian exhibition rooms it is built to be viewed from near the "ceiling"

A brilliant ceiling over a darkened hall provides the setting for glassware from several countries. The kitchen neon-light, right, is of British design

BRIAN VESEY-FITZGERALD

"DO IT YOURSELF" WINES

Some four months ago I mentioned, in one of these essays, that I had more than once tasted agrimony tea. That casual remark brought me a number of requests, most of them rather surprisingly from townswomen, for recipes for making country wines. I am no expert on these wines. We have never made any in my household. My grandmother used to make one or two, and I can remember being given a sip every now and then as a special treat. I seem also to remember that I much preferred syrup of figs. But I have no idea how they were made. I suspect that my grandmother followed Mrs. Beeton rather than local tradition, for I have her copy, an early edition, of that noble work, and some of the home-made wines are marked.

me to sample them: not so eager to tell me how to make them.

One thing soon became evident: home-made wine is still brewed all over the country. In these days, when soft drinks are to be had at every village store, when all but the most elderly of country-folk are sophisticated, this is surprising: at least, it surprised me. Undoubtedly one of the factors that has saved home-made wine from the virtual extinction that has been the lot of so many cottage industries is that it is not an industry. Home-made wines are not a marketable commodity. Another is the thriftiness of country-folk. The ingredients are the wild fruits of the hedge-rows, the weeds of the fields, the seasonal produce of the cottage garden: they cost

Country wines ? An engraving of George Morland's early nineteenth-century painting—"Sailors Conversation"—reproduced by permission of the Parker Gallery, London

Since childhood I have, of course, tasted a good many home-made wines, some of them very heady, and I have the remains of a bottle of plum brandy, which I treasure and which is taken only in very small nips on very special occasions. This was given to me by Mrs. Suzanne Tritton, who is a real expert and the author of a number of books on the subject. But I have never been sufficiently interested to find out how these various wines are made. Now I have been spurred into research. On my travels round the country I have, whenever opportunity has offered, made enquiries from country-women; I have deliberately not gone to any of the experts, for they, I suspect, use modern aids beyond the reach and understanding of the cottager; and I have dug up a number of recipes for wines and vinegars.

All, I feel sure, are really old, for this is the sort of thing that is handed down in families. Strangely enough, all those who made vinegars were very proud of them and only too pleased to give me their recipes: but if they made wines as well (as several did) they were, though equally proud of their skill, much more secretive about them. Eager enough for nothing. And the strength of family tradition must not be underestimated. Not all the wine-makers to whom I talked, and whose potions I sampled, were elderly.

By far the best of all the home-made wines I have tasted in the past four months—a most pleasant, mellow drink and with an astonishing kick—was a bullace wine, home-brewed by a young married woman, in her early twenties, in Suffolk. I have not the recipe. I was given to understand, politely but firmly, that this was a family secret, and that it was going to remain that way. But she was pleased to give me her recipe for primrose vinegar.

Although I think that, in rural areas, there has been but little decline in the amount of wine home-brewed, I feel sure that there has been some decline in craftsmanship in the past hundred years or so. Time and again I was told: "Of course, they did use to put in more'n that." But when I asked what, they did not know. Maybe, the home-brews of a hundred years ago were stronger than those of to-day. Indeed, judging by Mr. Pickwick's experience (he was carried off in a wheel-barrow, you will remember), they certainly were. But to-day's wines are strong enough. Here are some recipes, all collected within the past four months, and all personally sampled.

Dandelion Wine (Cheshire). Pick the petals from the flowers. To each ½-gallon of petals add 1 gallon of boiling water. Leave for ten days, stirring daily. Strain: pour the liquor into a preserving pan, add 1 sliced orange, 1 sliced lemon (the pips removed), a piece of whole ginger "as big as your thumb," and 1½ lb. of preserving sugar. Bring to the boil and simmer for twenty minutes. When lukewarm add ¼-oz. yeast. Leave for ten days. Strain and put into cask. When fermentation has ceased, fill up and close down. Do not drink for one year.

Potato Wine (Essex). Add 1 gallon of water to 1 gallon of peeled and halved potatoes. Boil for five minutes, then strain off. Return to pan with 1 oz. bruised ginger, 1 lemon (the pips removed), ½-oz. hops. Boil for thirty minutes, then strain. When lukewarm, add a teaspoonful of yeast, then 4 lb. sugar. Stand for a fortnight, then bottle. "Two glasses o' this 'll fell yer, bor." (I did not try.)

Mangold Wine (Lincolnshire). To 4 lb. of sliced mangolds add 1 gallon of water and 4 lb. sugar. Boil until mangolds are tender, then strain on to two crushed oranges and two lemons. When lukewarm add teaspoonful yeast. Stand for one week, then bottle.

Elderberry Wine (Devon). Pick the berries on a dry day. Add 1 quart of water to 1 lb. of fruit. Bring to boil and simmer for ¾-hour. Strain into pan and add 1 lb. brown sugar, ¼ oz. whole ginger, a pinch of grated nutmeg, and a heaped teaspoonful of isinglass. Leave for a fortnight in a warm place, stirring every day. Strain into cask and, when fermentation has ceased, close down. The longer it is kept before being drunk, the better.

Parsnip Wine (Berkshire). Scrub and place parsnips in sun to dry. Cut into rounds and to each 6 lb. add 1 gallon of water, 1 oz. bruised ginger, 2 sliced oranges (the pips removed). Boil all together until parsnips are soft. Strain into earthenware pan, add 4 lb. sugar to each gallon and a teaspoonful of yeast. Put into jars to finish working.

Cowslip Wine (Rutland). Pick the flowers (not stalks) on a fine day, place in muslin bag and leave for three days. To each pint of flowers add 1 gallon of water. Place bag in cold water and bring to boil. Simmer for ten minutes, then remove bag, and add 2 sliced oranges, 1 sliced lemon (the pips removed), 1 oz. bruised ginger, 3½ lb. sugar. Bring to boil, but do not allow to simmer. When water is lukewarm add teaspoonful of yeast. Strain into earthenware pan and leave for a day. Then pour into jars, and leave for a week. Add a handful of crushed plums, leave for a week, and strain off into bottles.

Cowslip Wine (Somerset). Pick the flowers (not stalks) on a fine day, place in muslin bag, and leave for six days. To each pint of flowers add 1 gallon of water. Boil a gallon of water with 2 lb. of hive honey. Remove scum and add juice of 1 lemon. Put in the bag and allow to simmer for fifteen minutes. Leave until next day, remove bag, then add a little yeast. Allow to work for five days, then strain into cask. (*N.B.*—This is really a mead rather than a wine. All meads are intoxicating and should be drunk sparingly. I only tasted this, but it sounds a pretty heady one to me.)

Well, you may now like to try your hand: you can always throw the stuff away after the first sip. I have not tried my hand. All these wine-makers looked remarkably healthy, but I have a feeling that there is more to it than just the recipe. I think beer is safer and I am sticking to it. Anyway, I like beer, which is more than I can say for some of these wines.

B.M.C. AT BLENHEIM

At Blenheim Palace, in Oxfordshire, the home of the Duke of Marlborough, are some of the cars in the British Motor Corporation range. The marques are among those which are to be exhibited at this year's International Motor Show (which will be held at Earls Court, in London, from October 19-29.) The cars seen here are, from foreground, on left: the Morris Mini-Traveller; the Morris Mini-Minor; the Wolseley 1500; the Morris 1000 Traveller; the M.G. Magnette III; and the Riley 4 sixty-eight. The Morris Mini-Traveller and its twin, the Austin Seven Countryman, were announced by B.M.C. last month. In the centre row are the Austin Healey Sprite; the Austin Healey 3000; the M.G.A. 1600; and the Vanden-Plas 4-litre Princess. The Austin Healey 3000 was the car in which Pat Moss and Ann Wisdom had such great success in rallies this season. On right are the Metropolitan; the Austin A.55; the Riley one-point-five; the Wolseley six-ninety-nine; the Morris Oxford Traveller Series V; and the Vanden-Plas 3-litre Princess. The Morris Oxford Traveller, and its Austin counterpart the A.55 Countryman, both estate cars, are the latest models to be announced by the British Motor Corporation. They were discussed by Mr. Courtenay Edwards in last week's issue of *The Sphere*

WHAT IS THE BOW GROUP?

A survey of an important phenomenon in current British politics

For some time the Bow Group has been established in the British political scene. It is a frequent talking-point among the politically-minded, especially during the season of annual party conferences. Much is heard about it, but misunderstandings persist regarding its functions.

One can, perhaps, begin a survey of the Group by clearing away some of those misconceptions. Although all its members are Conservative, it is neither a pressure group nor a "wing" of the Party. Its members are young, with a few exceptions between the ages of twenty-one and thirty-six, but do not compete with the Young Conservative Movement. Indeed, Bow Group membership is exclusive and limited. Its sole purpose is research and serious discussion. In this respect its members are the first to admit that they have taken their inspiration from the Fabian Society, aiming at being the Right's answer to that organisation which in the past helped so much in the evolution of British Socialism.

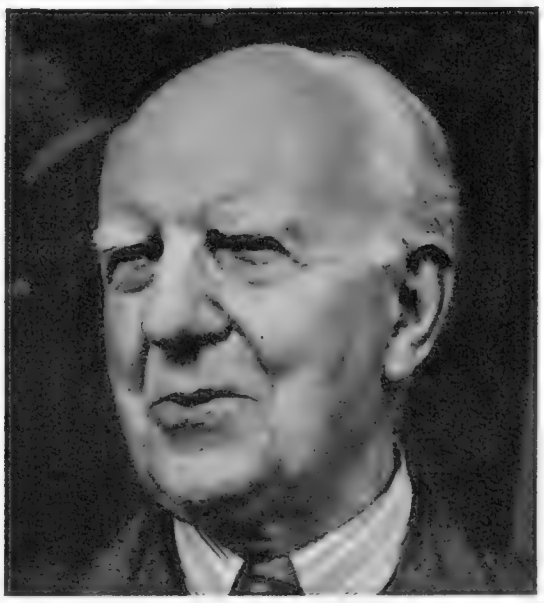
The Fabians were specifically mentioned in a resolution passed in March 1950 at the Annual Conference of University Conservative Associations. This resolution favoured the establishment in London of an institution which would form graduate thought in the Conservative Party to provide an effective counter to intellectual thought in the Socialist Party. It is from this conference that the story of the Bow Group begins.

The founding meeting was held at the Constitutional Club in London in November 1950. Among those who gave enthusiastic support to this new idea were Lord Woolton, now a Patron, and Colonel Cecil Joel. The latter provided the institution with a name. As Chairman of the Poplar, Bow and Bromley Conservative Association, he offered accommodation for meetings in the local party headquarters in Bow Road. Thus the Group began its activities in one of the most Left-Wing areas of London, and from there published its first pamphlets. Owing to the increase in membership meetings to-day are once more held in the Constitutional Club.

The Group has grown in size but it has never sought a large membership. Through the years it has kept a ceiling on its total number, which has been increased from time to time. In 1950 there were thirty-eight "founders"; in 1958 membership totalled 305; to-day it is around the 800 mark. The reason for the big jump in the past two years has been the stimulation of public interest by the increased number of pamphlets and other publications, and the production of the quarterly *Crossbow*, which first came out in the autumn of 1957. The Group has now spread outside London, with branches in Birmingham, Edinburgh, Manchester, Newcastle, Yorkshire and on Merseyside. The Blue Ribbon Club at Oxford University is the only corporate affiliated member. The majority of the members are professional or business people. By no means all applicants, of either sex, are accepted.

All members are expected to take an active part in research. For this purpose the Group is sub-divided into research groups. Each group numbers about ten people and under its convenor is concerned with some specific subject. There are twenty-six groups in London, dealing with matters ranging from the Administration of Justice, the Economic Consequences of Disarmament and Industrial Relations, to the Use of Leisure and River Pollution and Water Abstraction. Subjects for research are often suggested from outside the Group.

A research group spends a year or so in studying its subject. Then, a draft pamphlet is presented for criticism to a general meeting of members. There is only one criterion of judgment. This is whether the particular pamphlet argues its case well enough to merit publication by the Group. It is not a question of approving the ideas put forward, but only the quality of the argument. On average two out of three drafts go forward for publication. When printed, each has an introductory note explaining that the views expressed are solely those of the authors, and not of the Group as a whole. Even so, this disclaimer is not infrequently overlooked and because of certain



Lord Woolton, a keen patron of the Bow Group

Christopher Chataway inspired aid to refugees

Geoffrey Howe, the Editor of the quarterly *Crossbow*

R. A. Needs, the Group's Secretary

From left are Russell Lewis, Jimmy Davis, Anthony Lines and Julian Critchley, M.P.

David Howell, the Librarian, addresses a Research Discussion meeting in the Constitutional Club, London. Also at the table is Tom Hooson, the Chairman

pamphlets the Group in general has been accused of being on the Right or the Left Wing of the Conservative Party. As Mr. Tom Hooson, the Chairman, aptly puts it: "Within the Group there can be no unanimity on any subject."

What has the Group achieved? The regular flow of pamphlets and memoranda has undoubtedly made people far outside the Conservative Party think on some of the vital issues of to-day. The articles in *Crossbow* complement this. And, of course, individual members have made their mark within the Conservative Parliamentary Party. Until the last election there were four Bow Group M.P.s. A year ago ten Bow Group members were returned, out of the fifty-seven Group candidates standing.

Perhaps the achievement of which the Group is most proud is the part it played in the initiation of World Refugee Year. The idea was conceived by four members: Christopher Chataway, M.P.; Timothy Raison, Colin Jones and Trevor Philpott. They put it to the Government, who in turn proposed it to the United Nations. A fortnight ago the four received the international award, the Nansen Medal for 1960, in recognition of having inspired this great scheme.

No-one can deny that the Group has become an important feature of political life. Conservatives, as a whole, will probably agree with Mr. Butler's witty summing up. "The Group," he declared last January, "is a busy beehive, from which the Conservative Party derives a great deal of honey as well as an occasional sting." The stings are felt not only in the Conservative ranks. The young Liberals have met the Bow Group's challenge by establishing their own New Orbits Group. The Fabians have recently formed a new Young Fabian Group. The wheel has come full circle since 1950.

Charles Dimont

Beryl Cooper, a Borough Councillor of St. Pancras

Jeremy Lever, Fellow of All Souls

TRAVEL

GAIETY IN COPENHAGEN

By **GORDON COOPER**

Of all European capitals, Copenhagen is, in my opinion, the friendliest, and rivals even Paris for gaiety. A tourist in Denmark, however, will probably find that instead of being a mere spectator of the jollity as is usually the case elsewhere, he will become in Copenhagen a part of it. The Danes welcome everyone into their fun and make it well-nigh impossible for even the most taciturn of us merely to look on. In addition to this pleasing *ambiance*, Copenhagen has modern and comfortable hotels, an excellent reputation for *cuisine* to suit all pockets and no language problem, for nearly all the Danes speak English with varying fluency.

A word about hotels. Largely thanks to the Hollywood film starring Danny Kaye and the song "Wonderful, wonderful Copenhagen," the city has had an unprecedented influx of tourists, mainly Americans, and the hotel space is frankly insufficient for them all during the peak season (June-September). The Danes are tackling this problem, however, and there is now in operation a scheme for housing tourists in students' quarters during the annual university holidays. Very often the students themselves stay on as waiters and chambermaids, and thereby earn extra pocket money. These establishments are very clean and comfortable and well worth considering.

I stayed at the very modern, efficiently-run Imperial Hotel near the air terminal which has every convenience imaginable, including luxury tours in the latest American cars, complete with glamorous hostesses, to Hamlet's Castle near Krönborg. The prices at this hotel were low in comparison to British hotels of the same class, but for those who prefer less streamlined comfort there is the pleasantly old-fashioned Hotel d'Angleterre. In all cases, however, it is best to make sure that you have a room at all by booking your accommodation well before your intended visit.

Food is cheap, and you can choose to eat at places ranging from the snack bars with their windows displaying piles of appetising smorrebrod to the establishments like Krogs Fiskerestaurant, which produce, at half the price, food equal to any I have had in Paris. The restaurant 'De 7 smaa Hjem' is also excellent and no-one should miss Oskar Davidsen's, not perhaps so much because of its food, although this is good, but because of its atmosphere. You will be given a menu nearly 5 ft. long, one side of which lists 177 smorrebrod dishes; many of these open-faced sandwiches make a heavy meal. The waiters are curiously dressed in brown leather jackets and wear what appear to be blacksmiths' aprons.

Copenhagen from Our Saviour's Church in the Old Town. Foreground is the Christianshavns Canal

The principal drink in Denmark is, of course, Danish beer, which is excellent. A visit to one of the large breweries, either Carlsberg or Tuborg, would make an interesting afternoon. At the end of such a visit you will be given two free bottles of beer. Incidentally, all profits on Danish beer go towards the social and cultural advancement of the Danes, and nearly all the statues (including the little mermaid) and museums are gifts of the breweries. It is easy to form the impression that but for the breweries and King Christian IV (the architect king) who built most of the buildings and churches of interest, there would be no Copenhagen.

I was in the city this year at the opening of the Tivoli Gardens (May 1 to second Sunday in September). What a delightful place this is, with amusements for young and old. The Tivoli guard made up entirely of youngsters, dressed in similar uniforms to those worn by the Royal Guard, parades daily to its own band. There is an excellent Italian pantomime with all the original *pas* and burlesques of Pantaloon, Columbine and Harlequin. In spite of all its roundabouts, boating and sideshows among its flower-beds, Tivoli skilfully avoids the brash look of a fun fair. Here one has the opportunity to see the Danes at play, and what a well-behaved race they are! Should anyone get too drunk and troublesome then he is politely led out of the gardens, and thus rendered harmless to other people's enjoyment of Tivoli. The Danes are justly proud of their pleasure garden in the centre of the city. It is unique in the world. There are excellent restaurants and at night there are cabaret attractions at an international level as well as first-rate concerts.

Much stress is placed upon the danger of ladies going unaccompanied to the old port of Copenhagen, Nyhavn, but many of the places in this district look more wicked than they really are and I find this warning a rather exaggerated one. Nevertheless, it is perhaps better to visit Nyhavn during the daytime when it really is quite innocuous. It is picturesque and can be amusing. There is no lack of night life all over Copenhagen, and none of it did I find sordid in any way. It is as well to know the sort of amusement you are looking for, however, before wandering into any of the bars or night-clubs and the publication *This Week in Copenhagen* is a helpful guide to the newcomer.

For those who enjoy going to the circus, there is Schumann's, which I consider to be the best in Europe, and I never fail when in Copenhagen to go there. Especially notable are the equestrian numbers and the clowns.

I cannot mention here all the buildings and monuments of interest in Copenhagen, but you will find them all well-listed in the guide books. There are adequate tours of the city by bus which leave from in front of the Palace Hotel (City Hall Square) in the afternoon and which are accompanied by cheerful, English-speaking guides. The young lady who showed us the sights kept us all chuckling with her running commentary, interspersed by innocent jokes (no doubt she employs the same jokes every day but what matter). I found this a pleasant way of "doing the sights" and much less exhausting than seeing them alone.

The best shops are to be found along the Frederiksberggade or, as it is always called, the Stroget, which leads off the City Hall Square. Silver is very cheap in Denmark, and along this street you will find silver shops in abundance. Much of it is of exquisite design and you will doubtless be tempted, especially as there are reductions on purchases made by travellers' cheque. Be sure not to miss the Permanent Exhibition of Danish Arts and Crafts in the Vesterport, where you can buy at reasonable prices, the best examples of Danish handicrafts.

If you wish to meet someone in Denmark with similar tastes to your own, then contact the National Travel Association of Denmark, Personal Information Service, 71, Piccadilly, London, W.1, who will help you, at no cost, to do just this. The service is in some ways unique in that they can arrange almost anything from meeting a typical Danish family to contacting a Danish fellow aelurophile.

A South African Airways Boeing 707 intercontinental jet airliner over the mine dumps of the Witwatersrand

One of the new jet airliners flies over Johannesburg

BY JET TO JO'BURG

Last Sunday marked the first scheduled arrival at London Airport of a Boeing 707 jet airliner of South African Airways, inaugurating a regular four times a week service from Johannesburg to London and back. Passengers can make the journey in a little less than twelve hours, in an airliner flying at about ten miles a minute at a height of six miles. Three of the big, long-range jet airliners, made in the U.S., were ordered by South African Airways, for use on the famous Springbok Service, which is run in partnership with BOAC. The routes taken by the aircraft are: West Coast, via Brazzaville, Rome, Amsterdam and London; and East Coast, via Salisbury, Nairobi, Athens, Rome, Zurich, Frankfurt, Amsterdam, and London. Following a long tradition of the airline, the aircraft are named after three cities; Johannesburg, Durban and Capetown.

The 707's delivered to South African Airways are considered by Boeing to be among the most attractive of these aircraft. The seating arrangement in the 100-ft.-long passenger cabins consists of thirty-two first-class seats in pairs on each side of the aisle, and ninety-three tourist-class seats in groups of three on each side of the aisle. An innovation on these three airliners is the addition of a cocktail lounge. Cargo space on the 707's is double that of the DC-7B's previously used on the route, enabling more highly perishable freight to be transported between London and Johannesburg. The new prices for the services are: tourist-class ninety-day excursion Johannesburg-London—£230; ordinary tourist-class return—£246 12s.; and first-class return—£450. In all the airline has been committed to an investment of £10,000,000 for its jet fleet, new hangar, test houses, and other facilities.

BOOKS

"AN ENGLISH VERLAINE"

A study of Wilfred Owen; reconstruction of a mid-Victorian murder; romantic fiction and two novels of childhood

Wilfred Owen was one of the poets of the First World War whose reputation has remained, with Edmund Blunden, Robert Graves, Siegfried Sassoon and Richard Aldington, as high after forty years and more, as it was at the tragic time when he was writing. He was killed in action just a week before the 1918 armistice at the age of twenty-five, and the greater part of his poetry dates, as it naturally would, from the last year or two of his too-short life. In WILFRED OWEN—*A Critical Study* (Chatto and Windus. 12s. 6d.) Mr. D. S. R. Welland has attempted, in my view with considerable success, to provide a book for the general reader who is already familiar with much of Owen's poetry. It is intended to be a critical companion to the standard edition of the poet's work and, as such, is both lucid and readable.

Mr. Blunden has said that Owen "is, at moments, an English Verlaine" and it is an analogy which stands the test of comparison. It was Blunden, too, a fine poet in his own right, who forty years ago took a critic to task for writing in a review of Owen's poems that the poetry of war "had to record not what the war did to men's bodies and senses, but what it did to their souls." Blunden's comment was terse: "The effect on the soul depended very closely on what happened to the body. We did not leave our bodies at the transport lines." Altogether a moving as well as a useful book.

Miss Christianna Brand is a highly effective writer of detective stories but, with her new book, she has turned from fiction to fact with an authentic account of a mid-Victorian trial for murder; a trial whose outcome has still not made clear the mystery of a murder with two suspects. It was nearly a hundred years ago that a slender and rather pretty young woman stood her trial in Glasgow for the murder of her friend, Jess M'Pherson. She was sentenced to death but the sentence was commuted to penal servitude and after fifteen years she was released to emigrate to America and, a score of years later, to die there. She protested her innocence to the end and there were many in England and Scotland at the time of the trial who maintained that the murderer had, in fact, been an old man of eighty-seven whom both girls knew well. HEAVEN KNOWS WHO (Michael Joseph. 21s.) is the reconstruction of the trial, the evidence and the background to the crime itself. Miss Brand has handled her material in a masterly way indeed.

The first two novels this week are by women and are unashamedly romantic. THE UNEASY SUMMER (Hutchinson. 13s. 6d.), by Norah C. James, is the story of a member of that newly important hierarchy, the editors of women's magazines. She is youngish, attractive and, not too surprisingly, well dressed. She is also married to a man who loves her and they have an attractive small son. The difficulty here—and what Americans amusingly call the gimmick—is that she is a dedicated career woman and has to be brought back to a sense of her primary responsibilities by a near-tragic accident. Happy ending and, curiously enough, a credible one. Norah James appears to have joined that French school of detailed realism—"she caught a No. 11 bus at once and went on top"—and this can pall as a style, but in the main her story of a small and essentially devoted family holds together and is a human and likeable tale.

Lord Morrison of Lambeth sits with Earl Winterton at a Foyle's Literary Luncheon in London. The former was guest of honour for the occasion, which marked the publication of *Herbert Morrison. An Autobiography* (Odhams. 30s.). From 1934 to 1940 the author was leader of the L.C.C., which he entered in 1922. He first sat in the Commons the following year. His memoirs contain many criticisms of his political colleagues

LOVE AND A BIRDCAGE (Robert Hale. 12s. 6d.), by Miss Naomi Royde Smith, is a Cinderella story, complete to the last details of stepmother and ugly stepsisters. That the author has accomplished a *tour de force* in complying so exactly with the classic formula, yet making it immensely warm and fresh, is yet another credit to this accomplished writer. The setting is an English provincial town, a kind of dream suburbia, in which social differences are observed with nineteenth-century rigidity and in which it is still possible for a fairy prince, in this case a well-born Frenchman, to meet the love of his life at a midsummer dance. All rather touching and with the unexpected magic which a true story-teller brings to the most common-place theme.

THE CUSTARD BOYS (Hart-Davis. 15s.) is a very different piece of work: the strange and often terrible story of a boy who, at the age of fourteen during the last war, is evacuated to a Norfolk village and there falls in with a group of other boys of almost dedicated toughness and amorality. He survives after brutal experiences, both physical and moral, and the book ends as he reviews his youth, from the comparative peace of school-mastering. Mr. John Rae writes with the greatest sensitivity and his novel is poignant, aware and, in its implications, tragic.

The writer of forewords, and there are professionals in the field as well as amateurs, is more often than not an accommodating fellow inclined to accord the author a full meed of praise for his scholarship, insight, and lucidity. Not so Prince Chula of Thailand. In his foreword to John Blofeld's PEOPLE OF THE SUN (Hutchinson. 25s.) he turns roundly upon the author, and takes him to task on several points, not least the use of the word Siam in preference to Thailand. "In Thai language," asserts Prince Chula, "there is no such adjective as Siamese." Well, there we have it, but Mr. Blofeld has no reason to be discomfited. Prince Chula, despite his strictures, takes the view that this book is rich in its portrayal of national life "with parts of it most touching to a Thai heart," and that is praise indeed. Mr. Blofeld has really set out to present a study of contemporary Thailand in transition from its ancient ways. We meet the prince, the monk, the scholar, the merchant and the peasant in a land where the scent of flowers and the reek of incense mingle with an ever-thickening miasma of petrol fumes. This is a most sensitively written book by a scholar who has spent over nine years in the country, and who very plainly loves it well.

Wolfgang Stadler has written a traveller's guide to the art galleries of Europe that is beyond doubt designed in part for the American visitor bent upon achieving the maximum appreciation from all that he sees. No-one will have any quarrel with that; though it is hard to resist a smile when

THAI PORTRAIT

A study in transition

his publishers declare that "many return disappointed because they failed to find all they were looking for." After all, so many of the treasures of Europe now adorn galleries, private and public, from Manhattan to San Francisco. Mr. Stadler in EUROPEAN ART (Nelson. 42s.) has done a service in making more widely known those elements at the heart of his subject. Separated by countless wars and estranged by prejudices, and despite all national traits, the art of Italy, France, Germany, the Netherlands, England, Spain and Russia has grown from common roots. The author uses a wealth of illustration, much in colour. This is a first-rate guide, calculated to stimulate any journey.

The new series of regional histories of the visual arts reaches its fourth volume with Elsy Leuzinger's AFRICA: THE ART OF THE NEGRO PEOPLES (Methuen. 42s.). The author brings out in these pages the emotional vigour and clarity of form that characterise Negro art, revealing the extent to which the artist time and time again emphasises those things that are held to be of spiritual significance, without regard for natural proportions. The sixty or more colour plates inset into this volume have been reproduced with much care, and some admirable maps help to explain the complex tribal set-up.

Hector Bolitho has a lifelong interest in oysters; it began as a youngster in New Zealand when he picked them off the rocks and ate them on the beach. In 1929 he published *The Glorious Oyster*, but, in the three decades since, Mr. Bolitho has gone on compiling information, studying his subject from Roman times to the present day. Much of this enlivening fare he has now brought together in a new version of THE GLORIOUS OYSTER (Sidgwick and Jackson. 25s.). The recipes at the end are not the least of the delights of Mr. Bolitho's book, and there are some enchanting reproductions from celebrated paintings which have given due acknowledgment to the oyster's gastronomic importance.

THE COUNTRYWOMAN'S YEAR (Michael Joseph. 21s.) is edited by the Marchioness of Anglesey. It might have been given the ungainly title of the Women's Institute Handbook. Mercifully it has not been. This charming symposium will perhaps appeal the more widely in consequence, ranging as it does from recipes for making mead and quince jam, to straightforward hints on period costumes for local drama groups, and much else besides for anyone interested in doing things in their house or their garden. Here beyond question is a Christmas "must" for many homes.

R. C. E.

The colourful, violent and dramatic life of the great actress, Fanny Kemble, is a gift to biographers and to the writers of historical reconstructions. Mrs. Janet Stevenson, in THE ARDENT YEARS (Gollancz. 21s.), has achieved a wonderful synthesis of the factual report and the imaginative reproduction of events and I would like to recommend her novel without reservation. Fanny never wanted to be an actress in spite of her family's tradition of thespian fame. She went on the stage for the sufficient reason that it might save her actor-manager father from complete ruin.

Fanny was a great success. On an American tour in the 1830's she married a Southern gentleman, hoping for another form of life but soon, because of her uncompromising nature, found herself in deep trouble over the slave question. From then till her return to the stage in England, her fresh success and the final, moral triumph of her return to America, her story is intensely dramatic.

Miss Margaret Kennedy has written an historical novel, A NIGHT IN COLD HARBOUR (Macmillan. 16s.), which deals with the abuses of child labour and other inhumanities in the early nineteenth century. This fine novelist, who seems only to write when she has an important and significant subject, tells a sad but inspiring story here with the force and compassion which spring from deep feeling as well as consummate artistry.

CAPTAIN OF MARINE (Hutchinson. 15s.) is Mr. James Dillon White's new story about his brave Captain Kelso, fighting, planning and out-smarting his enemies in the tough and often lethal atmosphere of the India of Clive and the East India Company. The French are the enemy at sea but on land the enmity seems to come from less expected sources. There is love, licit and illicit, piracy, power and great naval manœuvring. There is also some highly spirited writing and evidence of a talent which has produced novels of this adventurous ilk and such enchanting Highland comedies as the unforgettable *Maggie*.

"History is a novel that has been lived," said the de Goncourt brothers and, however facile one may find such a reflection, there is no doubt that it is wholly applicable to the work of M. Maurice Druon, whose latest novel is THE SHE-WOLF OF FRANCE (Hart-Davis. 18s.). The period is once again the early fourteenth century and although much of the action takes place in France there are also interludes in England, where Edward II is king and his queen is Isabella, that same she-wolf who connived at her husband's hideous murder. Vigorous, continuously exciting and, oddly enough, a cogent argument for living in the twentieth century.

Vernon Fane

MONTE CRISTO INSIDE RUSSIA

I suppose every famous author, whether he writes fiction or fact (or a mixture of both), is readily identified by his style, even in a good translation. It is so with Dumas in his ADVENTURES IN CZARIST RUSSIA (Peter Owen. 18s.). This travelogue was written before 1860 and is now for the first time rendered in good English. Any modern journalist, out for sensation and atmosphere, must envy the descriptive powers of fifty-five-year-old Dumas as he was passed on from rich prince to prince, from Petersburg to Astrakan, in luxury and discomfort, across the Steppes and down the Volga, sightseeing, interviewing, making immediate notes and receiving handsome and embarrassing presents.

In 1860 Russia was *terra incognita* to Parisians, though they were interested in the great experiment of serf emancipation then proceeding. Dumas' account of his most exciting tour was written to fill his countrymen's historical lacunae. His book has all the romance, vigour and adventure of *The Three Musketeers*. It is exciting, vivid, colourful, and occasionally incredible.

John Gore

Genie. Nimrud, 885-860 B.C. This example of Oriental Art is reproduced from André Malraux's new monumental volume

Siphnian Caryatid is another of the pictures in *The Metamorphosis of the Gods*

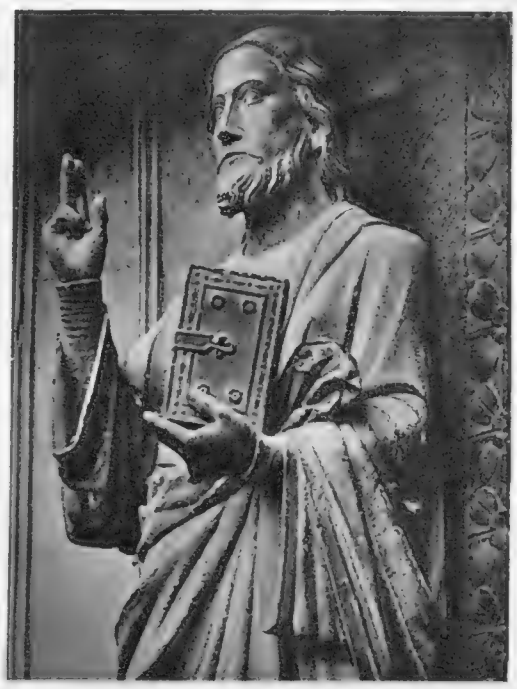
The Persephone of Selinus, dating from about 460 B.C.

ART AND THE ABSOLUTE

The French have a term "l'homme engagé," which, virtually untranslatable, means the intellectual who is also a man of action. France in particular produces such types. M. André Malraux, de Gaulle's Minister of Cultural Affairs, is one of them. He was an anti-fascist fighter in the Spanish Civil War; joined his own country's army as a private soldier in the Second World War and eventually became a leader in the Resistance. Parallel with this action he wrote a number of books, each one distinguished and perhaps the best known to English readers being *Man's Hope*.

In recent years he has turned his attention to Man as a creative artist. *The Voices of Silence* was his first monumental volume in this respect. Now comes *The Metamorphosis of the Gods* (Secker and Warburg. £7 10s.). The theme is Man's endless struggle to impose his own image on the Absolute. This is a profound book, with many splendidly reproduced illustrations of Man's striving after Eternity. The translator of the text, Stuart Gilbert, is probably the best living translator of French into English.

Apostle, c. 458. Orthodox Baptistery Ravenna



"Le Beau Dieu" in Amiens Cathedral

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Sir John Wrightson

The principal speaker at the annual dinner of the Council of British Manufacturers of Petroleum Equipment in London this week, on October 5, was Sir John Wrightson, Bt., T.D. He is chairman of Head Wrightson and Co. Ltd., founded by his grandfather, Sir Thomas Wrightson, the first baronet, and Mr. C. A. Head nearly 100 years ago. To-day the operations of the Head Wrightson companies, of which there are twelve wholly-owned subsidiaries, are centred on the design and manufacture of equipment for a wide variety of heavy industries, and components for all forms of transport, and for nuclear research and power plants. John Garmondsway Wrightson was born in 1911, and educated at Eton. He worked for Alfred Herbert Limited, Coventry, James Archdale and H. W. Ward, of Birmingham, before serving his apprenticeship with Head Wrightson. During the war he served with the 6th Airborne Division, and was wounded over the Rhine. Sir John became chairman of Head Wrightson early this year. He is also on the board of Smith's Dock and the Nuclear Power Group, and is a member of the Tees Conservancy Commission. He is Hon. Treasurer of the Smeatonian Society of Civil Engineers, one of England's oldest engineering societies, and last year he was High Sheriff for the County of Durham. He is married with four children, and lives at Neasham Hall, near Darlington, in Yorkshire. His recreation is shooting

ELECTRIC SHOCK FOR BRITISH RAILWAYS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

To the jaundiced British railway traveller, who last week was faced with the possibility of another strike, it may seem a little surprising that in present circumstances the Transport Commission should feel that anything in our railway system is worth telling the world about. Deep in deficit, the Commission has been almost on trial, over the last year or so, before not one government committee, but two; it is steeling itself for the reorganisation to which the Cabinet is likely to sentence it. Nevertheless, it is also in the process, on its own initiative, of a massive technical re-equipment programme; and this week more than 200 railway engineers from all over the world have been in London hearing what it has to say about what may be the most important as well as, in some ways, the most controversial element in that programme—the electrification of certain of the country's major routes, by a system of electric traction which is new to Britain.

Historically, electric traction goes back a good deal longer than most people realise—even in Britain, in spite of our protracted adherence to the steam locomotive. No one country can claim credit for the "invention"; American and French engineers made very early contributions, but the first railcar ever to be moved by electricity does seem to have been a 7-tonner designed by one Davidson that actually ran with a load on the Edinburgh-Glasgow railway in 1842. However, the first practical electric railway, using the third rail system was built by Siemens and Halske in Berlin in 1879. In certain parts of North America and Europe, where the availability of water power made electricity cheap, the new system was adopted generally as the technique was perfected; but on Britain's main lines, based on cheap coal, the steam locomotive held its position.

Here, electric traction went mainly into tramways and, when the use of steam trains on London's first underground Metropolitan and District lines became too dirty and choking a business, into the new lines built to extend the London Transport system, and, before the First World War, into a few of the lines built by the competing railway companies. Between the wars the Southern Railway extended its surburban electrification to the coast; this is about the largest network of its kind in the world, serving a huge expanse of dormitory for London's white-collared commuters. But even this system was not wholly completed by the time the Second World War began; and that war also interrupted electrification works on the L.N.E.R. from Liverpool Street to Shenfield and from Manchester across the Pennines to Sheffield which had been begun in the thirties to relieve unemployment.

When British Railways emerged after the war as a nationalised system, it inherited about 800 miles of electrified routes, mainly in its Southern region, apart from the 200 miles of the London Underground, plus certain uncompleted works. It decided to complete these; but first, it had to make up its mind about the right kind of railway electrification to adopt. Both alternating current and direct current can be used in electric locomotives; the world's present mileage of each is roughly the same. Third-rail electric railways use fairly low-voltage direct current; when overhead wires are used to supply the power one can use direct current at a somewhat higher voltage, or alternating current at much higher voltages. It is cheaper to transmit high-voltage alternating current than direct current; on the other hand the direct current traction motor is a simpler and less costly convertor of electricity into mechanical power. In the early days the railways concerned often generated their own power and could suit their supply to their requirements; but with the development of larger power stations interconnected in national supply systems it has become more economical to take railway electricity from the ordinary supply system.

Until recently, satisfactory a.c. traction motors had not been designed to operate with power at as high a frequency as this: on the Continent and in the United States, when a.c. traction was used, the power had to be converted to lower frequency. When d.c. motors are to be fed from the a.c. power supply, on the other hand, until recently it was necessary to install frequent and complex sub-stations at intervals along the track "rectifying" the power into direct current. Between the wars, first in Hungary and later in Germany, railway engineers began to experiment with systems that energised the overhead wire for the train at the 50-cycle frequency of the normal electricity system, and converted this for use in traction within the locomotive. When the German railway concerned came under the French Zone of occupation after 1945 French railway engineers studied this system and were impressed enough to experiment with it themselves. By 1954 the *Société National des Chemins de Fer* had begun to electrify a large section of its system in North-Eastern France using this method.

In the meanwhile, railway engineers in Britain were having yet another try at making up their minds. The Southern Railway uses 675-volt direct current for its suburban traction, but committees in the thirties had advised that a better standard would be 1,500-volt direct current, and this was used in the London-East Coast and Manchester-Sheffield schemes. In 1951, again, an expert committee of British Railways decided that 1,500-volt direct current was the right standard. But it was aware of the possibilities of using alternating current direct from the grid; and it tried out this system on the London and Midland Railway's Heysham line. In 1955, when it came to consider major re-equipment, it had results from these experiments, and encouraging reports from France; and finally it changed its mind. From now on, it announced, it would use 25,000-volt alternating current at 50 cycles, rectified within the locomotive to drive direct current traction motors, though it would retain and extend the Southern network on low-voltage d.c. third-rail working.

Since early this year multiple-unit trains (*i.e.* with tractive power in the actual coaches, and no separate locomotive, as on the Underground) have been operating on parts of the London-East Coast lines using this system. Considerable progress has been made with the rest of this section, and with the main-line electrification schemes on the London-Birmingham, Crewe-Liverpool and London-Manchester routes. Putting in overhead-wire systems such as these involves a huge programme of civil engineering work, simply in dealing with bridges and tunnels that are too low to give safe clearance for the live power conductors. Between Euston and Manchester and Liverpool, for example, there are 904 bridges of one kind and another, of which 701 needed lifting to give the 11-in. clearance required over the power lines. At nearly 100 of these full clearance was simply impossible; the answer has been to provide for the use of lower-voltages, and hence smaller permitted clearances over limited sections of the track, with automatic switching from one form of traction to the other. On the other hand, use of this power system has enabled British railways to reduce the number of sub-stations required for the Midlands electrification to a dozen, against seventy for a direct current system.

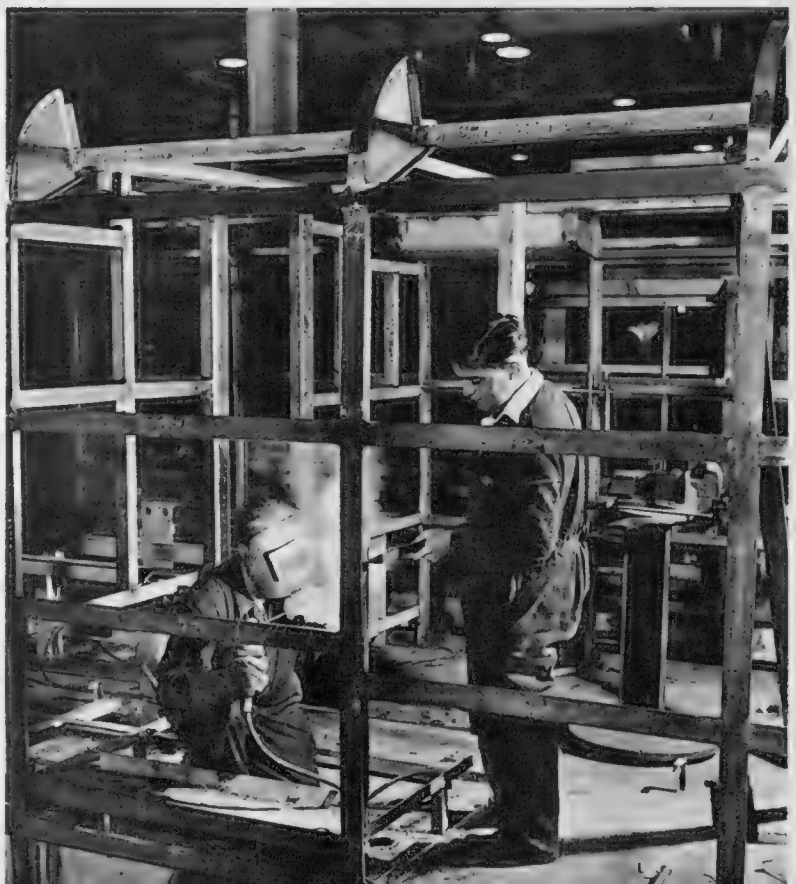
Over-simplified into what the engineer would call a caricature, those are the characteristics of the electrification system that experts from British Railways and from the electrical manufacturers have been telling their foreign colleagues about in London this week. The schemes that it has in hand are planned to electrify another 1,400 miles of its 20,000-mile railway network by the mid-sixties. Since one requires so large an amount of fixed equipment on the permanent way to go over to electric traction, these schemes are taking a long time to complete; but the major routes are due to be operating by about 1964.

It is this time factor that has focused some of the criticism of British Railways in general on to electrification projects in particular. Where they have come into operation, they have had remarkable effects; they have attracted custom back to the railways and promoted the high volume of traffic in which the real advantages of the electric locomotive come to the fore. But there are not yet nearly as many services where the passenger can notice their efficiency as there are services on which he can see diesels. The diesel-electric locomotive, which achieved so rapid a conquest of the American railway system during the forties and fifties, requires little change in the permanent way; the main thing one has to buy is the locomotive itself, and it can be brought into service much sooner. Most of the critics of heavy investment in electrification—the latest estimate for the London Midland scheme is £160,000,000—would argue that British Railways cannot wait, since the traffic and passengers are already deserting it. They would like more "dieselisation" in the meantime, and some postponement of electrification schemes that still require several years' work before they can bring their benefits and returns.

British Railways answer such criticisms by insisting that both diesels and electric traction have their proper part in the £160,000,000 programme of modernising the country's railways: so would the manufacturers who are supplying both kinds of equipment. British Railways is a very expert customer able to carry out some of the design and construction of locomotives itself, but depending for electrical equipment in particular, upon manufacturers who have experience of equipping electric railways outside as well as inside Britain. The first main-line locomotives are just about to be delivered; at this week's conference papers on different types have been given by engineers of Associated Electrical Industries, English Electric, General Electric and North British Locomotive. But most of Britain's heavy electrical firms are involved in electrification in one way or another.

Ideally, it has been suggested, something over half of the concentrated and modernised railway system that Britain is redeveloping ought to use electric traction, with the rest served by diesels. Whatever the arguments about the correct proportions—and the correct timing—of this mixture, it can fairly be said that changing over from steam has involved greater co-operation between British Railways and the independent builders of locomotives and equipment—with consequent benefits to these builders' export opportunities—than had ever occurred during the last "generation" of British steam engines.

Operators guide the motor as it is lowered into the bogie. It is then clamped round the axle and secured. Previously, in the bogie assembly department, the castings have been machined and fitted with the wheels and all the brake equipment. A.E.I. are among the twenty-nine British companies taking part in the British Railways Electrification Exhibition at Battersea Wharf near Chelsea Bridge. The exhibition, which is being held at the same time as the Electrification Conference in London, is organised by the Locomotive and Allied Manufacturers' Association of Great Britain and the British Electrical and Allied Manufacturers' Association in co-operation with the British Transport Commission



Right: Wearing a protective mask, an operator welds stays to the body side of the locomotive. This framework is then covered with sheet metal which is welded to it. At Stockton all fabrication assembly is carried out on jigs designed and manufactured in the factory to suit the component under construction

ADOLF MORATH PHOTOGRAPHS

A.E.I.

at the Stockton-on-Tees locomotive works

The first railway in the world ran on the line between Stockton and Darlington. Appropriately enough, part of the old track still exists by the main gate of the Bowesfield (Stockton) works of Metropolitan Vickers-Beyer Peacock Limited. The Company—owned jointly by A.E.I. and Beyer Peacock—was formed in 1949 to utilise the experience of A.E.I. in the traction field, together with that of one of the oldest established locomotive building firms in the country. The Stockton-on-Tees works cater for the production of the mechanical parts, and the complete assembly of A.E.I. electric and diesel electric locomotives.

Since 1949, 212 locomotives have been exported to various destinations overseas. The most notable of these were the forty 3,830-h.p. electric locomotives for the New South Wales (Australia) Government Railway, which are the most powerful electric locomotives so far built in the U.K. The largest single contract was for South African Railways. The order obtained by A.E.I. was for 315 electric locomotives, valued at £7,500,000. In addition, of course, diesel electric locomotives are built for British Railways.

The works occupy an area of 25 acres, of which 14 are developed, including 3½ under cover. The normal full output of the plant is maintained with about 700 employees. The works deal with the machining of all the locomotive components, the fabricating and welding of the underframe parts, driving cabs, locomotive body frames, and the control gear assembly, as well as the erection of both mechanical and electrical parts. (All motors and gears are made at the A.E.I. Sheffield factory, and control equipment at either the Trafford Park, Manchester, or the Rugby A.E.I. works.) For the machining operations, equipment consisting of planing, slotting, shaping, and boring machines of the latest design is employed; and for the structural items A.E.I. welding manipulators are used extensively in the production of the various fabricated components. The manipulators hold the relatively large structures to be fabricated, so that the welder can easily turn them to the most accessible position for welding. In general, the chief concern at Stockton is with main line locomotives: but a number of small locomotives have also been produced there for use in mines. (This latter type is flame proof and obtains its power from batteries.) Any of the locomotives produced at Stockton can be tested there. Railway tracks of various gauges common throughout the world run through the works.

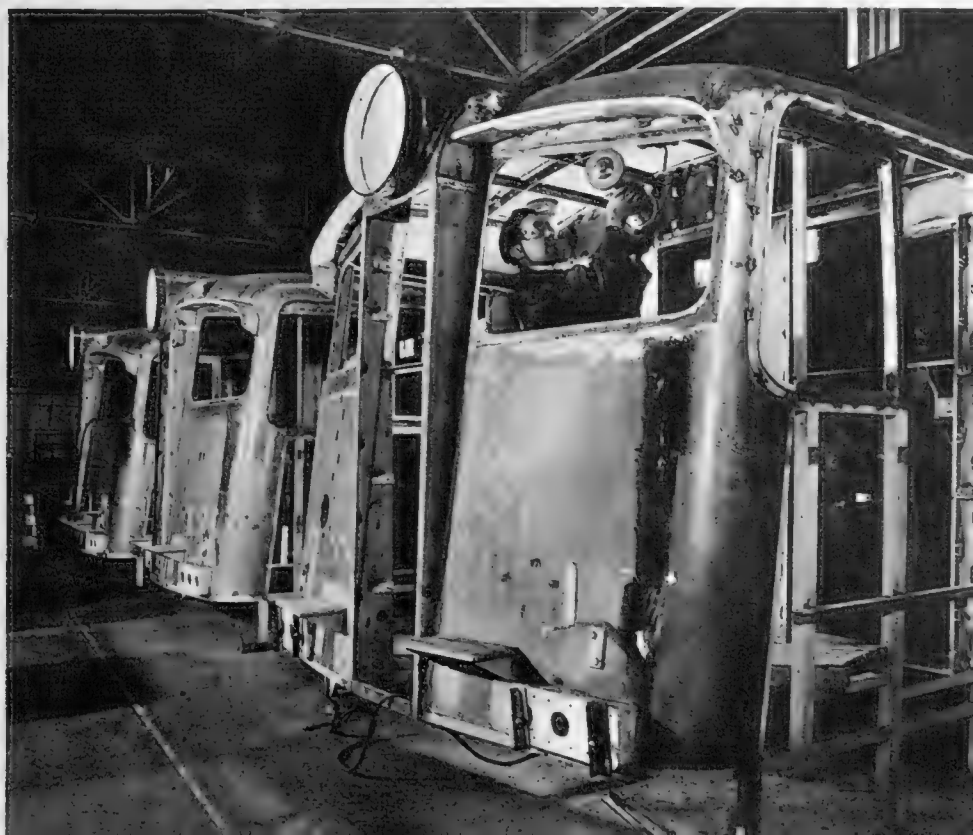
The plant is laid out on the sub-assembly erection principle, each department being as far as possible self-contained, with machine tools and equipment applicable to the work in hand. This lends itself to saving time in handling material, and also reduces to a minimum the labour employed on non-productive work. Raw materials are received and despatched to the appropriate departments, and components are manufactured on a quantity basis to avoid breaking down machines more

(*Continued on page 74*)

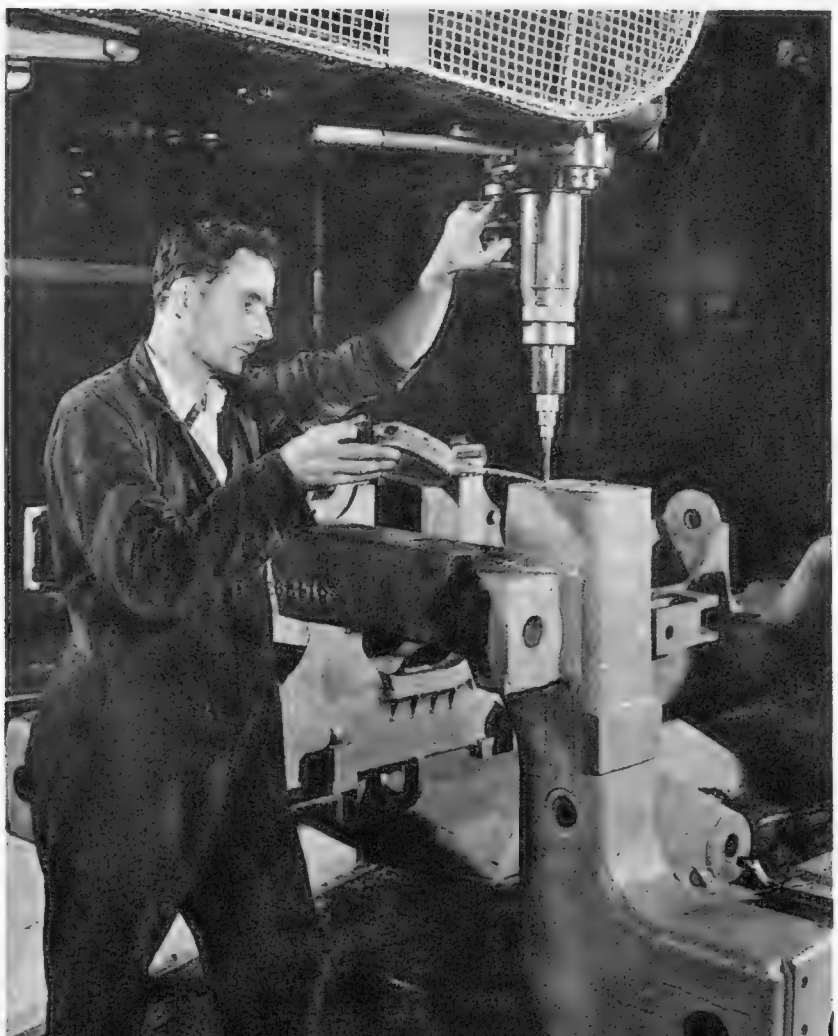
The bright new locomotive body, which has been fitted out, is carefully lowered on to the bogies. Then it is bolted securely into position

After flame cutting the window openings of the driving cab are rough. Here, an operator is grinding them smooth

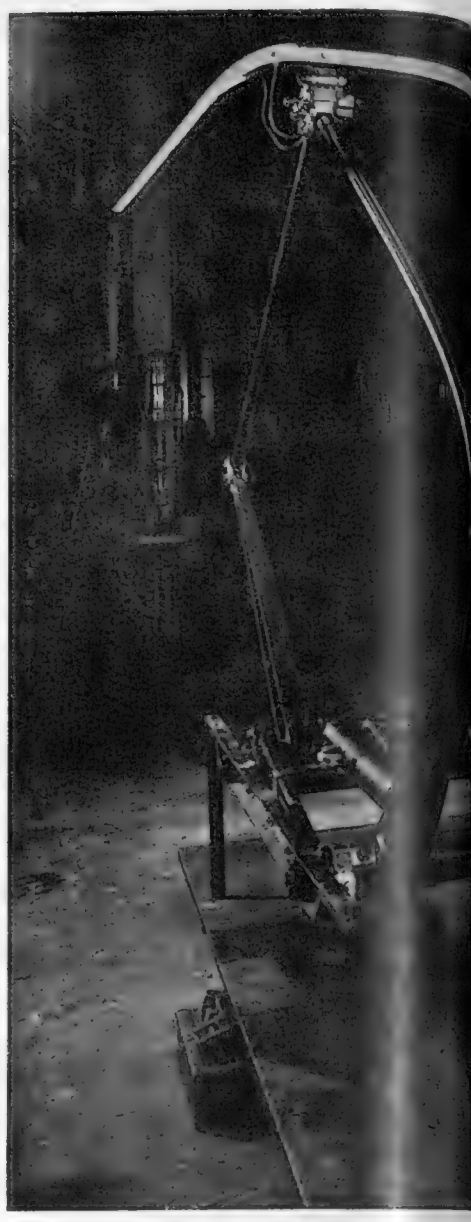
Rough-cutting the profile of the underframe with an oxy-gas burner



Connecting an interlock on the main high tension control frame, which contains the high voltage control gear of the locomotive



Right: The operator is drilling the bogie frame. When this is completed the wheels and axles are assembled. Later on, the traction motor is fitted



The pantograph, which collects the current from t

A.E.I.

(*Continued from page 72*)

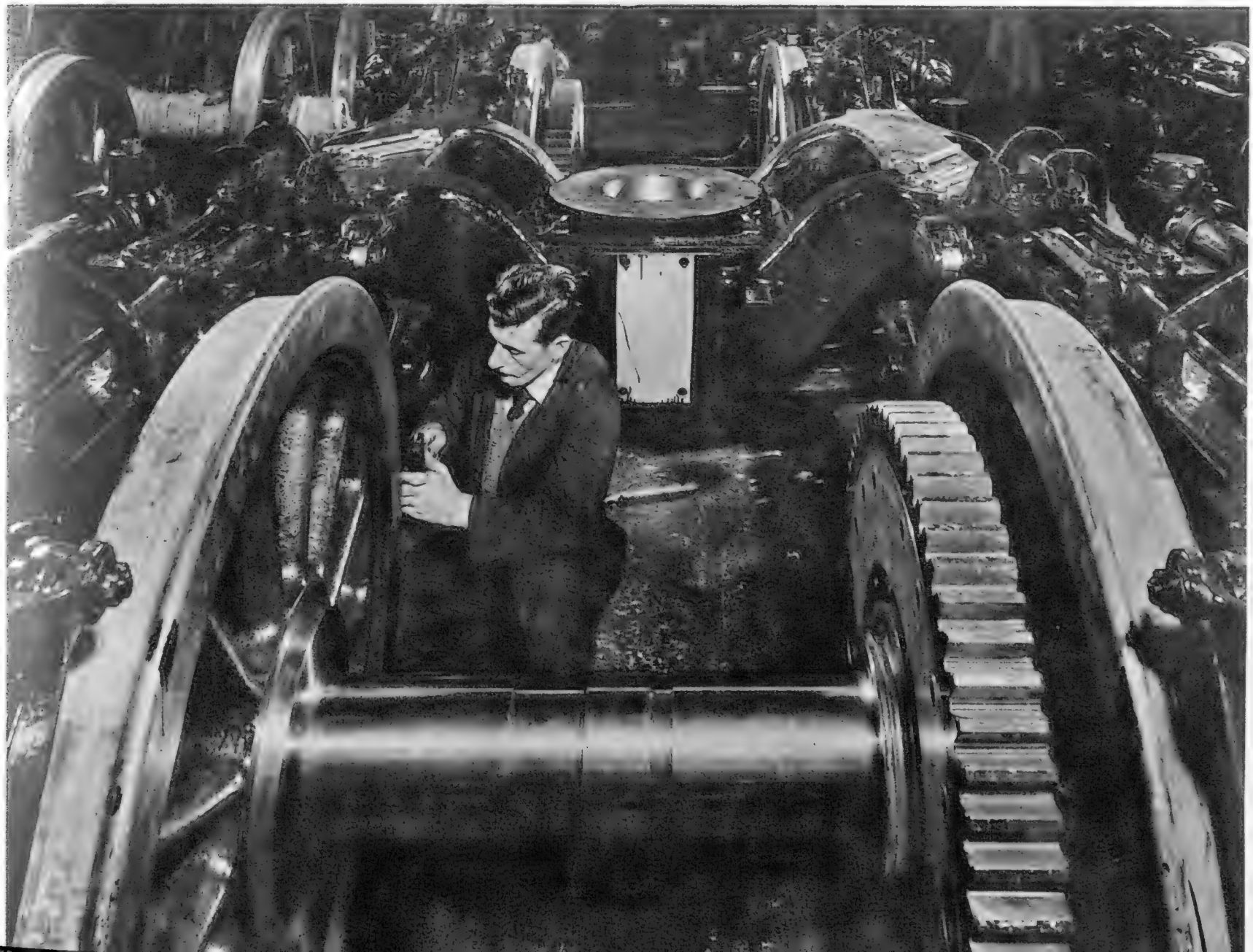
than necessary. Plates for the fabrication of the frame stays, bogie stretchers, and so on, are first cut to size by guillotines or oxy-gas burners, and then edge planed in batches. Should any sheet require flanging, the work is carried out on a 500-ton press. The underframes are generally of welded construction, built up of rolled steel channels, angles and plates. These are first assembled on jigs in three sections and welded; then assembled on a special fixture and welded finally to complete the structure.

The method of erecting a locomotive naturally varies according to design. Generally, however, a similar process is followed. First the underframe is received in the erecting shop, and then mechanical piping, electrical leads, coupling and buffing gear; these are fitted, together with all details below the platform level. The cab and side panels are welded in position; the control desk is fitted into the cab, and the master controller is located. The next stage is to fit the roof sections and the pantograph, which is the connection with the overhead power link on a railway. The wiring and connection of air and oil pipes comes next, and then the locomotive is dropped onto its bogies, where the last details are completed. The locomotive receives a static test with power obtained from a special motor generator set, after which it is sent to the paint shop. Finally, the locomotive has its running trials on the works tracks, before its despatch.

ower link, is being tested for time taken to rise to the correct height

A bank of main starting resistors—used to control the current during starting

Brake gear details are fitted on one of the bogies of the locomotive



Work is advanced on the new deep-water quay being built in the Grand Harbour of Valletta. It is due to be completed by March of next year

MALTA'S INDUSTRIAL DEVELOPMENT

Part of the new industrialisation drive on the island is the development of Valletta Grand Harbour by the construction of a 1,850-ft. deep-water quay. The contract for the harbour improvement was awarded to the Royal Netherlands Harbour Works Company of Amsterdam, whose original tender of £1,979,466 was the lowest submitted. The new quay will enable cargo vessels to unload without the assistance of lighters. In addition, new Customs sheds and a grain silo are due to be finished by autumn of next year. But this work is only part of the industrialisation drive, which is in turn part of the Five-Year Development Plan, launched by the Government of Malta. The plan involves the expenditure of over £32,000,000 on economic development projects, with the aim of diversifying the industry of the island and providing full employment. A great deal of attention is being paid to the possibilities of the tourist industry, with the result that Malta is receiving many more visitors. A new power station has been completed, and additional plant purchased recently has increased the installed capacity to 25,000 kw. Another power station is being considered, possibly in conjunction with a de-salting plant to provide fresh water from sea or brackish water. Charges for electricity on the island were substantially reduced from the beginning of this month. Under the Aids to Industry Ordinance, material incentives are offered to prospective businesses on the island. Applications have already been approved for industries which will be giving employment to 1,550 people in three years' time. This is a considerable step towards the initial target of fresh employment for 5,000 workers.

The new quay will provide deep-water berths for cargo vessels, thus eliminating the need to unload by lighter

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MOTORING

SPECIALISED SERVICING

Automatic transmission for Vauxhall and Rover; a new vehicle licensing system; and other motoring news

By **COURTENAY EDWARDS**

The Solex carburettor company has started something new in after-sales service. It wants to see throughout Britain a network of new-style service stations specialising in carburettor and ignition systems. They would be used primarily by garages whose own mechanics lack specialist skill, but motorists would also have direct access to them. That, at any rate, is the present idea. When the performance of an engine falls off it is often difficult to diagnose whether the carburettor or the ignition system is to blame. Sometimes they are both at fault and in any case there is a close inter-play between the two. So the idea of having service centres where carburettor and ignition experts are free to give their undivided attention to this side of car maintenance seems to me to be a good one.

It should prove of great benefit to the motorist. He will be better able to keep his engine in tiptop condition. It should also be more economical, if only because there will be less tendency to cure a fault by replacing an expensive part instead of finding out what is wrong with it and putting it right. Solex have set up a prototype for this new carburettor ignition service at their headquarters in Marylebone Road, N.W.1. The tuning bay is equipped with a full set of Crypton testing apparatus which is used in conjunction with an Anderson chassis dynamometer. By simulating open-road motoring conditions, the dynamometer speeds up fault diagnosis. Mr. Douglas Richards, managing director of Solex, tells me that a complete service bay of this type can be installed for less than £2,500. Solex already has a chain of 250 service depots covering Britain. The combined carburettor-ignition stations which Mr. Richards and his colleagues are sponsoring with the help of Lucas would not replace these. They would be complementary.

A Solex service bay, showing a car on the Anderson chassis dynamometer, which simulates road conditions; and (at right) the control panel and Crypton equipment

Car radio and mirror combined. Made by Murphy, it is Britain's cheapest all-transistor car radio

Mr. Geoffrey Welby, sales director of Vauxhall Motors, announced this week that automatic transmission is now available on the firm's 6-cylinder Velox and Cresta models, whose engines were recently increased in size from 2,262 c.c. to 2,651 c.c., with a resultant increase in power from 82.5 b.h.p. to 113 b.h.p. Vauxhall is the last of the "Big Five" to offer models with self-changing gears. Its decision will help to popularise two-pedal control in Britain, though the vogue of the automatic gearbox is growing only slowly in this country, mainly because it is an expensive luxury. The Vauxhall version, at about £130 plus purchase tax, costs rather more than the Borg-Warner transmission used on most other automatic British cars.

I have not yet had an opportunity to try out a self-changing Velox or Cresta, but I understand the robot box they use is a most efficient unit. It is a new, smaller, three-speed version of the famous four-speed Hydra-Matic gearbox specially developed by the Detroit Transmission Division of General Motors for use in American compact cars and by Vauxhall in Britain, Opel in Germany and Holden in Australia. It is lighter and simpler than the Hydra-Matic unit used in Rolls-Royce, Cadillac, Oldsmobile and Pontiac models. In fact, it adds only 30 lb. to the weight of a Velox or Cresta. It uses two epicyclic gear trains, a fluid coupling and a small torque multiplier (which gives extra boost when moving off). In low gear the fluid coupling carries the whole of the drive load. A mechanical multi-plate clutch takes the whole load in middle gear. In top, one-third of the load is taken by the fluid drive, two-thirds by the mechanical clutch.

Gear changes are controlled hydraulically in accordance with road speed and throttle opening and the driver, by varying the pressure on his accelerator pedal, can cause the first-to-second change to take place anywhere between 10 and 25 m.p.h.; and the second-to-third anywhere between 15 and 55. There is the usual overriding kick-down throttle control for quick changes into a lower gear for fast overtaking or hill climbing. This new version of the Hydra-Matic gives full engine braking; and low or second gear can be retained indefinitely for additional engine braking by moving the control lever to the "L" or "S" positions. There is a special valve to prevent engagement of reverse at speeds higher than 8 m.p.h. and it is impossible to engage low or second gear at speeds at which it would be harmful to do so.

Another interesting item of news from the world of automatic transmission concerns a modification to the Borg-Warner three-speed box fitted by Rover to their 3-litre model for £80 15s. extra (including tax). It causes the car to move off in intermediate gear instead of in low unless the driver pushes hard on the throttle pedal. You can also get part-throttle changes from top to middle gear below 38 m.p.h. and from middle to low at speeds below 18 m.p.h. If, however, you push the accelerator pedal right down you can change from top to middle at any speed below 56 m.p.h. and from middle to low at speeds below 25 m.p.h. This kind of variation on the automatic gearbox theme should help to disabuse motorists who wrongly think that driving automatic cars is a dull business giving no control over gear changes. I tried out a 1961 Rover 3-litre saloon this week and found the modified Borg-Warner gearbox a great improvement, well suited to this particular car.

I was even more impressed by the powered steering now optionally available on the 3-litre Rovers for £76 10s. tax paid. It was designed by Hydrosteer Limited, and I believe Rover is the first car firm to adopt this system. It is of the integral type and the steering-box is a neat, self-contained unit. Pressure to operate the ram for the cam and peg steering is supplied by a hydraulic pump driven off the rear of the dynamo. Driver effort is reduced by half. The steering is now higher geared, with only 2¼ turns from lock to lock as against 4¼ on the standard model.

With this powered steering I found the big Rover a delightful car to handle under all conditions. The steering is agreeably light and positive but a sensible degree of "feel" is retained. Another change for 1961 in the Rover 3-litre model is the elimination of three more greasing points by the use of sealed universal joints. This leaves only one point to be greased at intervals of 3,000 miles: the splines on the propeller shaft. For £120 extra a limousine version of the 3-litre model is now available, with a removable division.

Briefly. . . . Murphy has entered the car radio field with the Voxson, which at £21 is Britain's cheapest all-transistor motoring set. It measures 6 ins. by 3 ins., sticks on to the windscreen by suction pads, has a built-in driving mirror, an aerial inside it and is run off the battery. . . . I can recommend the new Kelvin car tidy, a neat plastic container which fits on any suitable flat surface with two suction pads. Price 10s. . . .

A new vehicle licensing system came into force on October 1. Licences, for four or twelve months, run from the date of issue and can be taken out at any time. . . . Mr. Harold Nockolds, motoring and motor-racing correspondent of *The Times* for many years, has been appointed Editor of *The Motor* in succession to Mr. Christopher Jennings. . . .

Bristol Cars Limited, a subsidiary of the Bristol-Siddeley aircraft group, has gained independent status following its purchase by Mr. George White, managing director, and Mr. Anthony Crook, well-known dealer in high-performance cars. . . . Price of the A.C. Greyhound sports four-seater saloon has gone up over £100 to £2,988 15s. 10d.

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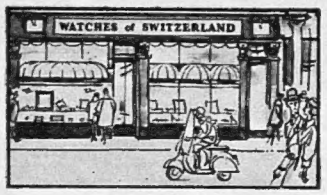

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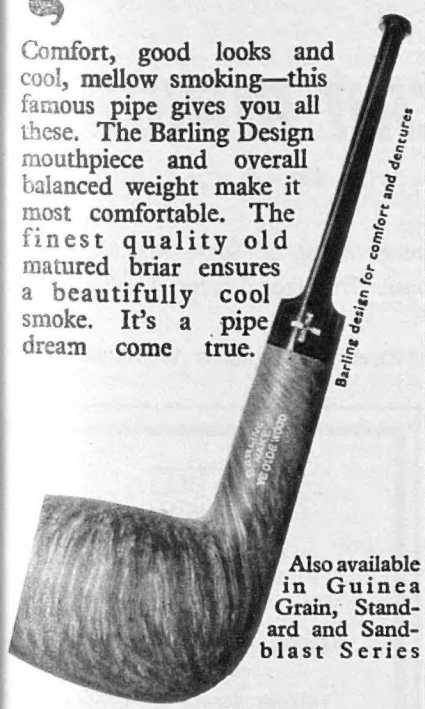

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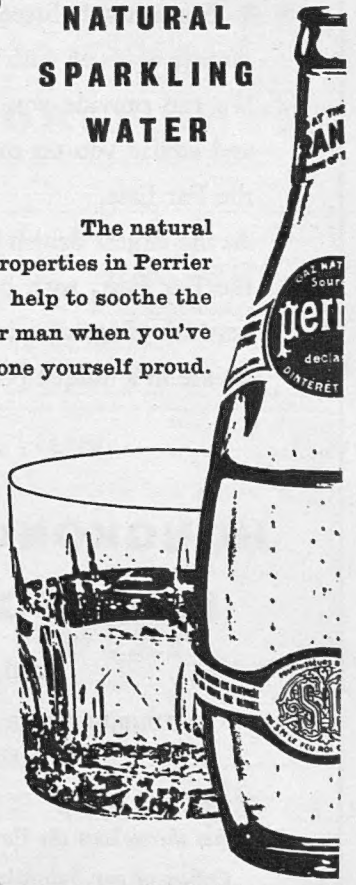

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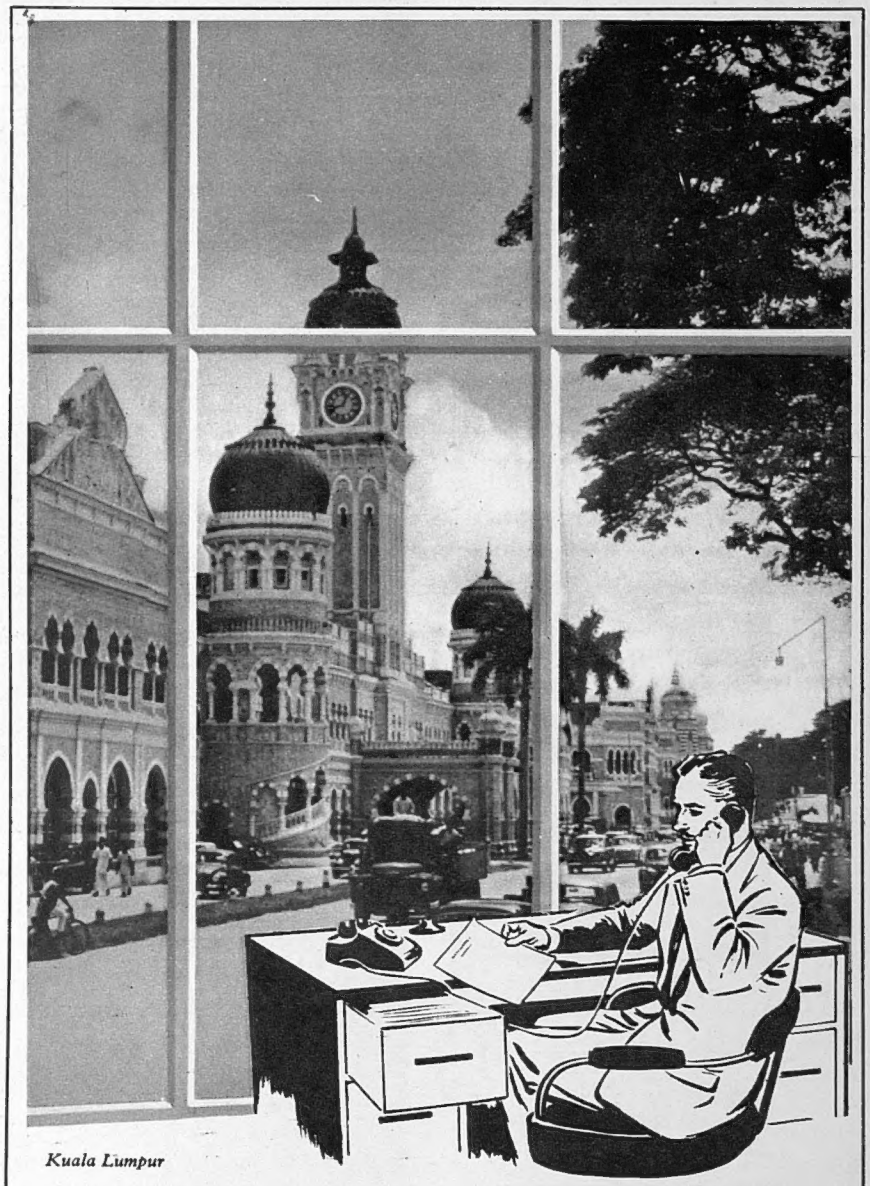

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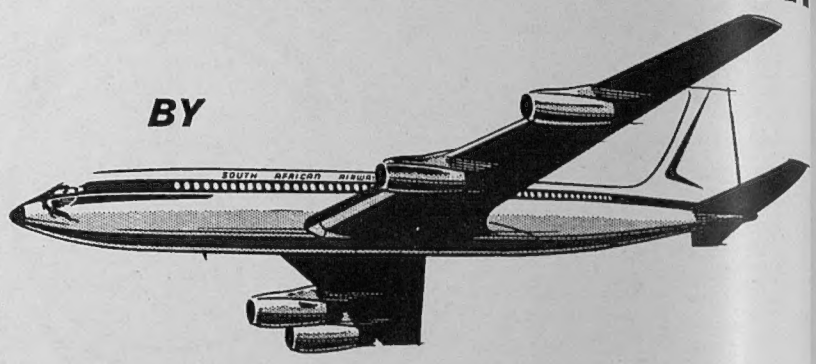

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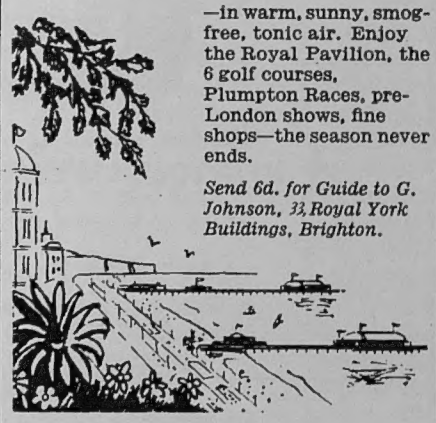

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House,* 13–15, *John Adam Street, London, W.C.2.*

AUTUMN TINTS are unpredictable as to when they will be at their best and it may well be that this year, after a long spell of wet weather, we shall enjoy an Indian Summer with the leaves turning slowly and reluctant to flutter to earth.

At any rate, I do sincerely hope that these suggestions on where to enjoy the glory of autumn will be in time for some readers who can spare the time and the money to have a break from routine, before winter commences to lay her annual coverlets of frost and snow. Clearly autumn is the time for the wooded countryside rather than the seashore. Not that I would rule out some of our seaside resorts as a base, for some are splendidly situated for the glories of the autumn season.

Take Bournemouth, for example, so close to the New Forest. Where should you stay there? For luxury of five-star standards choose from the *Royal Bath* or the *Carlton Hotels*. The directorate of the latter, by the way, have now acquired the adjacent *East Cliff Court Hotel*—a fine modern building with the same advantageous position on the cliff-face and with the majority of its bedrooms with private bathrooms. Both hotels are being run to similar high standards, so it might be said that *East Cliff Court* is five-star in all but size.

In the four-star category seven are listed in the *A.A. Members' Handbook*, and *Linden Hall* will appeal to many because it has an indoor heated swimming pool and large games room. So, if the weather is unkind, there is plenty of amusement within.

Two of my favourites in the three-star category are *Bourne Hall*, on the west side of the town, and *Courtlands*, at Boscombe, on the east. My other recommendations—none the worse for being in a lower star class or starless—are *Arncott Hall* on Poole Road, *Brent-Tor* on the West Cliff, *Chesterwood* on the East Cliff, *Cliff End* overlooking Boscombe Gardens, *Solent Pines* on the East Cliff; *Studland Dene*, recently enlarged, at Alum Chine, and *Harbour Heights* outside the town at Sandbanks, overlooking Poole Harbour.

For those who would prefer to reverse the thought by staying in the New Forest with occasional excursions into Bournemouth, I suggest choice be made from *The Dormy Hotel*, Ferndown, and *Balmer Lawn Hotel* at Brockenhurst, in the four-star class category; *Burley Manor*, Burley; *East Close Hotel*, Hinton, and *Parkhill Hotel*, Lyndhurst, in the three-star class, and, in the two-star, *Passford House*, Lymington, and that attractive and progressive inn, the *Rose and Crown*, Brockenhurst.

Though I cannot recall having visited it myself in autumn, I can visualise that nature will put up a fine spectacular display at *Holne Chase Hotel*, near Ashburton, where there are gorgeous views from the hotel of the tree-lined Dart. In North Devon I can imagine a similar treat for those who stay under Mrs. Chappell's comfortable roof at *Broomhill*, Muddiford, near Barnstaple; while in South Devon again, the wooded slopes of the River Yealm at Newton Ferrers lend themselves for an autumn spectacle, and here you can choose from *Beacon Hill Hotel* and *Court House Hotel and Country Club*.

Worcestershire and Herefordshire must be sheer scenic delight for a short motoring holiday in late October. Here is a route to embrace the following: *The Elms Country House Hotel* at Abberley, in the lovely Teme valley; *The Talbot* at Leominster, or, in the same neighbourhood, the *New Inn*, Pembridge. Now make for Hereford, noting for a quiet night's rest *The Graftonbury*, 1 mile out on the Ross road. Then to Monmouth and on to *The Royal* at Symonds Yat. Now back to Monmouth and take the road to Hereford, stopping for a night or so at *Pengethley Hotel*, St. Owen's Cross. Returning to Hereford, linger awhile in ancient Ledbury, where there is an attractive black-and-white-fronted Trust House—*The Feathers*. And so to Malvern, where *The Foley Arms*, *Mount Pleasant*, or the *Montrose Hotel* will make you welcome. A charming autumnal trip and so easily accomplished by those who live in the Midlands.

Moving northward, have you ever thought of Derbyshire's Dales for the glory of autumn? Though it must be thirty or more years since I was up there in October, I shall never forget the fairy-like effects of Dovedale, Lathkill and other dales when the tints were in their full glory. For reliable bases choose from the three-star Ind Coope hotels—*Rutland Arms*, Bakewell, and *The Peacock* at Rowsley; or for two smaller unlicensed establishments, *Milford House* at Bakewell or *Herbert Lodge* at Bonsall, near Matlock. Then, if you have a leaning towards Buxton, which makes an excellent central base for exploration, I suggest the *Old Hall Hotel*, or, for an unlicensed hotel, the *Westminster* on Broad Walk.

Should I be asked about Wales for a late autumn holiday I would certainly suggest *Lake Vyrnwy Hotel* for its gorgeous setting overlooking the lake. Then, for sheer beauty of countryside, the Dolgelley neighbourhood; but with the warning that a number of my holiday-season recommendations close about mid-October. So, for safety's sake, I will only name *The Golden Lion* at Dolgelley and *The Brigands Inn*, near Machynlleth. While on the subject of Wales, I would like to make two other suggestions, both in the Snowdon area. *The Tanronen Hotel* at Beddgelert and the *Tyn-y-Coed Hotel* at Capel Curig.

Londoners and those who live in the Home Counties need not go far afield. There are plenty of reaches of the Thames where autumn tints will very soon now be reflected in the water no longer ruffled by pleasure craft. Consider, then, for a long week-end, the *Hind's Head* at Bray, *The Bear* at Maidenhead, *The George and Dragon* at Wargrave, the lush *Compleat Angler* at Marlow, and the *Swan Inn* at Streatley.

Maybe there are other districts you have a feeling for. The wooded terrain around Sandringham, the Constable Country around Dedham, or the wooded Sussex Downs near Goodwood and Arundel. For these and other districts I am likely to know the answers from an hotel angle, if you care to write to me.

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